**PROCEEDINGS**

**OF THE**

# TRAVANCORE SRI MULAM ASSEMBLY.

**(OFFICIAL REPORT)**

**SECOND ASSEMBLY.**

NINTH SESSION.

*Wednesday, the 30th July 1941/15th Karkatagam 1116.*

## Vol. XVIII—No. 7.

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**PROCEEDINGS**
**of**

# THE TRAVANCORE SRI MULAM ASSEMBLY.

*(OFFICIAL REPORT.)*

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## SECOND ASSEMBLY.

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## NINTH SESSION 1941/1116.

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*Wednesday, the 30th July 1941/15th Karkatagom 1116.*

The Assembly met at the Legislative Chamber at 11 O' clock on Wednesday, the 30th July 1941, with the Dewan-President in the Chair.

## NEW MEMBERS.

The following official members took the oath and signed the rolls :

1. Sirdar Dogar Singh (Ceramic Expert.)
2. Mr. D. Gainneos (Secretary to Government.)
3. Mr. K. R. Narayana Aiyar (Director of Agriculture.)

## QUESTIONS AND ANSWERS.

*Ferry at Pallikkadavu.*

191. * **MR. T. T. KESAVAN SASTRI** (*Nominated*): Will the Government be pleased to state :

(*a*) whether they have received petitions from the public for sanctioning a ferry boat at Pallikkadavu in the Muvattupuzha river near Piravam-Nechoor ; and

(*b*) if so, whether any action has been taken on them.

**MR. I. C. CHACKO** (*Executive Engineer in charge of the duties of the Chief Engineer*) : (*a*) No.

(*b*) Does not arise in view of the answer to (*a*).

**MR. T. T. KESAVAN SASTRI** : ഡിവിഷനാഫീസിൽ വല്ല അപേക്ഷകളും കിട്ടിയിട്ടുണ്ടോ എന്നു ദയവായി പ്രസ്താവിക്കാമോ ?

**MR. I. C. CHACKO** : കിട്ടിയിട്ടില്ല.

**MR. T. T. KESAVAN SASTRI** : ഈ കടവ് ധാരാളം ജനങ്ങൾ ഗതാഗതം ചെയ്യുന്ന ഒന്നാണ് എന്നു ഗവർമ്മെന്റിന്റെ ദൃഷ്ടിയിൽ പെട്ടിട്ടുണ്ടോ ?

**MR. I. C. CHACKO** : അറിയാൻപാടില്ല.

**MR. T. T. KESAVAN SASTRI**: അവിടെ ഒരു കടത്തുവള്ളം അനുവദിക്കുന്ന വിഷയത്തിൽ ഡിപ്പാർട്ടുമെൻറ് വേണ്ട നടപടി നടത്തുമോ?

**MR. I. C. CHACKO**: അതിനെപ്പററി അന്വേഷിക്കാം.

*Working of the Department for the Protection of Backward Communities in Travancore.*

192. ***MR. T. T. KESAVAN SASTRI**: Will the Government be pleased to state the places where public buildings, wells and burial grounds were sanctioned and brought into being in the northern Division at the instance of the Department for the protection of backward communities in Travancore during the years 1114 1115 and 1116?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR** (*Chief Secretary to Government*): A *statement containing the information is laid on the table.

**MR. K. KUNJU PANICKER** (*Mavelikara* cum *Kunnattur*): May I know whether there is any application for a burial ground for the backward communities in the town of Kottayam?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR**: I claim notice Sir.

*Employees of the Government Ceramic Factory at Kundara.*

193. ***MR. T. T. KESAVAN SASTRI**: Will the Government be pleased to lay on the table a statement, by caste, of the permanent employees of the Government Ceramic Factory at Kundara?

**SARDAR DOGAR SINGH** (*Ceramic Expert*): The whole staff of the Ceramic Factory is temporary.

**MR. T. T. KESAVAN SASTRI**: ഇതിൽ പെർമെനൻറ് സ്ററാഫ ഇല്ലാ എന്നു പറയുന്നു. അതിനുള്ള കാരണമെന്ത് ?

**SIRDAR DOGAR SINGH**: The whole staff of the factory is temporary. But for the information of the honourable member I may state that there are 5 Nairs and one Ezhava in the Supervisory staff and two Nairs, three Christians, one Brahmin and two Muslims in the general and clerical staff.

**MR. VARKALA K. MADHAVAN** (*Chirayinkil* cum *Nedumangad*): May I know whether there is any Ezhava employed in the factory's staff?

**SIRDAR DOGAR SINGH**: There is one Ezhava Supervisor.

*Sri Chitra Harijan Hostel, Trivandrum.*

194. ***MR. T. T. KESAVAN SASTRI**: Will the Government be pleased to state:

(*a*) the number of students dismissed from the Sri Chitra Harijan Hostel, Trivandrum, consequent on failure in examinations; and

(*b*) the number of students who have been granted admission for this academic year?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR**: (*a*) 8.

(*b*) 40.

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* *Vide* Appendix I. Page 546.

**Mr. K. G. GOVINDAN** (*Pattanamthitta*): With reference to the answer to part (*b*) may I know the number of students studying in colleges.

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** There are 21 students studying in colleges.

**Mr. K. G. GOVINDAN:** May I know whether there is any Harijan student in the Government Hostel?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** I have no information Sir.

**Mr. P. C. ADICHAN** (*Nominated*): ഇതിൽ കുറവർ എത്രയുണ്ടെന്നു പറയാമോ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** നാലുപേർ ഉണ്ടു്.

**Mr. P. C. ADICHAN:** കുറവർ രണ്ടു പേർമാത്രമെയുള്ളു എന്നു ഗവൺമെൻറിനറിയാമോ ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** അല്ല. നാലു പേർ ഉണ്ടെന്നാണ് ലിസ്ററിൽ കാണുന്നതു്.

**Mr. M. SIVATANU PILLAI** (*Tovala cum Agastisvaram*): May I know the number of Sambavars?

**RAJYASEVAPRAVINA M. K NILAKANTA AIYAR:** There are Parayas. Their number is 9.

**Mr. M. SIVATANU PILLAI:** Am I to understand that the Parayas and Sambavars are different?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** Some people say that they are different.

**Mr. M. SIVATANU PILLAI:** Are there not definite instructions to the effect that Sambavars should not be called Parayas?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** I am not aware of any such instruction.

**Mr. P. C. ADICHAN:** നാല്പതു കുട്ടികൾ ഹരിജന ഹോസ്ററലിൽ ഉള്ളപ്പോൾ കുറവ സമുദായത്തിൽനിന്നും രണ്ടു കുട്ടികളെ ഉള്ളു. ഇതു് വിദ്യാഭ്യാസത്തിൽ പിന്നോക്കം നില്ക്കുന്ന സമുദായത്തിനു് പ്രോത്സാഹനജനകമല്ലാ എന്നു മെംബർക്കറിയാമോ ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** രണ്ടു് എന്നു മെംബർ പറയുന്നതു്, എൻെറ അറിവിൽ പെട്ടിടത്തോളം, അബദ്ധമാണ്.

**Mr. P. C. ADICHAN:** ശരിയായിട്ടു് അറിഞ്ഞതിനു ശേഷമാണ് ഞാൻ ഇതു പറയുന്നതെന്നും ഈ സംഗതിയിൽ കാര്യമായിട്ടു് ഗവൺമെൻറു് എന്തെങ്കിലും പ്രവർത്തിക്കേണ്ടതാണെന്നും തോന്നുന്നുണ്ടോ ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** കാര്യമായിട്ടു ചെയ്യേണ്ടതു് എന്താണെന്ന് എനിക്കു മനസ്സിലാകുന്നില്ല.

**MR. P. C. ADICHAN:** അവശസമുദായത്തിൽ കുറവ സമുദായത്തിനു ഒന്നര ശതമാനമെ വിദ്യാഭ്യാസമുള്ളു എന്നും, ഗവർമ്മെൻറിൽനിന്നും പ്രതിവർഷം ഒരു വലിയ സംഖ്യ ചെലവാകുന്ന ഹരിജന ഹോസ്ററലിൽ കുറവ വിദ്യാർത്ഥികൾക്കു അധികം പ്രവേശനമില്ലാത്തതു് സങ്കടകരമാണെന്നും ഗവർമ്മെൻറിനറിയാമോ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** അതിനു് ഒരു അഭിപ്രായം പറയുവാൻ നിവൃത്തിയില്ല.

**MR. K. G. GOVINDAN:** May I know the reason why some of the college students at least are not admitted to the Government Hostel?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** The Harijan Hostel is intended to serve a certain class of people and not all college students.

**MR. K. G. GOVINDAN** May I know whether there is any instruction to the effect that the Harijan students should not be admitted?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** No, Sir.

**MR. K. KUNJU PANICKER;** Are there any Harijan Christian students in the Government Hostel?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** Yes, Sir in the Harijan Hostel.

**MR. KAINIKKARA M. PADMANABHA PILLAI** (*Changanacherry* cum *Peermade*): In view of the doubt arising from the number of Kuravas in the Hostel will the Chief Secretary to Government say definitely whether the number is four or two.

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** I got information from the Protector of Backward Communities this morning.

**MR. P. SIVARAMA PILLAI** (*Meenachil* cum *Thodupuzha*): Will the Government enquire into the matter and rectify the mistake?

**RAJYASEVA PRAVINA M. K. NILAKANTA AIYAR:** Certainly.

**MR. P. C. ADICHAN:** എല്ലാ അവശസമുദായങ്ങൾക്കും ഒരുപോലെ പ്രവേശനം കൊടുക്കണം എന്നുള്ള ഉദ്ദേശത്തോടുകൂടിയല്ലേ ഈ ഹരിജന ഹോസ്ററൽ തുറന്നിട്ടുള്ളതു്?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** അതെ.

**MR. P. C. ADICHAN:** അങ്ങനെയാണെങ്കിൽ അവശസമുദായത്തിൽ ഏററവും പിന്നോക്കം നിൽക്കുന്നവക്കു് വേണ്ട സൗജന്യങ്ങൾ ചെയ്യാൻ ദയവുണ്ടാകുമോ ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR:** ഗവമ്മെൻറിൻെറ പാളിസിതന്നെ അതാണു്.

*Sri Chitra Harijan Hostel.*

195. *MR. KAVIYOOR K. K. KOCHUKUNJU (*Nominated*): Will the Government be pleased to state :

(*a*) the number of students who passed their examinations last year out of those who were residing in the Sri Chitra Harijan Hostel; and

(*b*) the number of students admitted to the above Hostel during the current academic year ?

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : (*a*) 27.

(*b*) 37.

MR. KAVIYOOR K. K. KOCHUKUNJU : ഹരിജന ഹോസ്ററലിൽ എത്ര വിദ്യാർത്ഥികൾക്കാണ് പ്രവേശനമുള്ളത് ?

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR: നാൽപ്പതു പേർക്ക്.

MR. KAVIYOOR K. K. KOCHUKUNJU : ഇതിൽ ൩൦ പേരെ മാത്രമെ പ്രവേശിപ്പിക്കപ്പെട്ടിട്ടുള്ളതായി കാണുന്നുള്ളു. അതിന് കാരണം അപേക്ഷകന്മാരില്ലാതിരുന്നതാണോ ?

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : ഇപ്പോൾ ൩൯ പേർ ഉണ്ട്. ഒരാൾ താമസിയാതെ വരും. അപ്പോൾ ൪൦ ആകും.

MR. P. C. ADICHAN : ഹരിജന ഹോസ്ററലിൽ കാളേജു വിദ്യാർത്ഥികളെമാത്രമെ പ്രവേശിപ്പിക്കാവൂ എന്നു വല്ല ഗവർമ്മെൻറുത്തരവുകളും അയച്ചിട്ടുണ്ടോ ?

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : ഇല്ല. ആറാം ഫാറത്തിലും കാളേജുകളിലും പഠിക്കുന്നവർക്ക് പ്രവേശനം നൽകുന്നതാണ്.

MR. P. C. ADICHAN : ഈ രണ്ടു സ്ഥലത്തും പഠിക്കുന്നതിന് വിദ്യാർത്ഥികൾ ഇല്ലാത്ത കുറവസമുദായത്തിന് ഈ ഹോസ്ററൽകൊണ്ടു എന്തു പ്രയോജനമാണുണ്ടാകുന്നതു് ?

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : ഒരു സമുദായത്തിൻെറ പ്രത്യേകഗുണത്തെ മാത്രം ഉദ്ദേശിച്ചല്ലാ ഈ സ്ഥാപനം ഏർപ്പെടുത്തിയിരിക്കുന്നതു്. അവശസമുദായത്തിൽപ്പെട്ട എല്ലാവരേയും ഉദ്ദേശിച്ചാണ് ഏർപ്പെടുത്തിയിരിക്കുന്നതു്. ഇതിൽ ഒരു സമുദായമായ കുറവരെ ഉദ്ദേശിച്ച് മാത്രം പ്രത്യേകമായ ഒരു കാര്യപരിപാടി തയാറാക്കാൻ ഗവണ്മെൻറിനു സാദ്ധ്യമല്ല.

MR. P. C. ADICHAN : വിദ്യാഭ്യാസത്തിൽ കൂടുതൽ ശതമാനം ഉള്ള അവശസമുദായങ്ങൾക്ക് ഈ ഹോസ്ററലിൽ പ്രവേശനമുണ്ട്. എന്നാൽ വളരെ കുറഞ്ഞ ശതമാനം വിദ്യാഭ്യാസമുള്ള കുറവ സമുദായത്തിന് എന്തു സൗജന്യമാണ് ചെയ്യുന്നതു് ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** I have no answer to give. He is putting hypothetical questions.

**MR. KAVIYOOR K. K. KOCHUKUNJU :** ചീഫ് സെക്രട്ടറി അവർകൾ പറഞ്ഞ മറുപടിയിൽ ൩൯ പേർക്ക് ഈ ഹോസ്റ്റലിൽ പ്രവേശനം അനുവദിച്ചിട്ടുണ്ടെന്നു കാണുന്നു. എന്നാൽ ഈ ലിസ്റ്റിൽ ൩൭ പേർ മാത്രമെ കാണുന്നുള്ളു.

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** ഈ ലിസ്റ്റ് മിനിഞ്ഞാന്ന് അച്ചടിക്കാൻ കൊടുത്തിട്ടുള്ളതാണ്. അതിനു ശേഷം രണ്ടു പേർകൂടി വന്നു ചേർന്നിട്ടുണ്ട്.

*Tiruvalla Pullattu Harijan Hostel.*

196. ***MR. T. T. KESAVAN SASTRI :** Will the Government be pleased to state :

(*a*) whether the authorities of the Tiruvalla Pullattu Harijan Hostel, have applied for a monthly grant in aid of the institution ; and

(*b*) if so, the action taken on the matter ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** (*a*) Yes.

(*b*) The matter is under consideration.

**MR. T. T. KESAVAN SASTRI :** ഈ ഹോസ്റ്റൽ വളരെ നല്ലനിലയിൽ നടത്തിവരുന്ന ഒരു സ്ഥാപനമാണെന്നുള്ള സംഗതി ഗവണ്മെന്റിന്റെ ശ്രദ്ധയിൽപെട്ടിട്ടുണ്ടോ ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** വളരെ നല്ല നിലയിൽ നടത്തിവരുന്നു എന്നാണറിവ്.

**MR KAVIYOOR K. K. KOCHUKUNJU :** അവശസമുദായത്തിലെ ഏതു വിഭാഗത്തിൽപെട്ടവരാണ് ഈ ഹോസ്റ്റലിൽ അധികമുള്ളത് ?

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** പുലയർ.

*Irrigation Works in the Kunnatnad taluk.*

197. ***MR. K. P. KOCHUKORA THARAKAN** (*Kunnatnad cum Parur*) : Will the Government be pleased to state the tanks in the Kunnatnad taluk for the improvement of which under the Minor Irrigation Rules petitions were received during 1115 and 1116 and the stage at which the action taken in respect of each of them is at present?

**MR. I. C. CHACKO :** A * statement containing the information required is laid on the table.

**MR. K. P. KOCHUKORA THARAKAN :** അപ്പൻഡിക്സിൽ ൻ-ാമത്തെ അയിററമായ രായമംഗലം പകുതിയിലെ കുളത്തിനുള്ള എസ്റ്റിമേററ് എന്നാണു കിട്ടിയത് ?

*Vide Appendix II. Page 547.

**MR. I. C. CHACKO:** അതിന്റെ തീയതി ഇപ്പോൾ പറയുവാൻ നിവൃത്തിയില്ല.

*Iron bridge at Quilon.*

198. ***MR. S. NARAYANA PILLAI** (*Quilon* cum *Kottarakara*): Will the Government be pleased to state:

(*a*) whether the Iron bridge at Quilon is fit for heavy vehicular traffic;

(*b*) how long it has been in its present condition; and

(*c*) what steps have been taken to make it fit for such traffic?

**MR. I. C. CHACKO:** (*a*) No.

(*b*) From the beginning of 1114.

(*c*) The question of taking up this work is under consideration.

**MR. S. NARAYANA PILLAI:** With reference to part (*c*) of the answer may I know how long this matter was under consideration?

**MR. I. C. CHACKO:** For the last two years.

**MR. S. NARAYANA PILLAI:** May I know whether any estimate has been prepared?

**MR. I. C. CHACKO:** An estimate has been prepared already.

**MR. P. KUNJUKRISHNAN** (*Quilon* cum *Kottarakara*): May I know when the work will be started?

**MR. I. C. CHACKO:** It depends upon many factors.

**MR. P. KUNJUKRISHNAN:** May I know whether the work is in the nature of a thorough overhauling or only repairing?

**MR. I. C. CHACKO:** It is for the improvement of the present condition of the bridge.

**MR. P. KUNJUKRISHNAN:** May I know when it is expected to be started?

**MR. I. C. CHACKO:** It is not possible to give an exact date.

*South Ariad-Arattuvazhi Road.*

199. ***MR. N. NARAYANA KURUP** (*Ambalapuzha* cum *Shertala*): Will the Government be pleased to state:

(*a*) whether the estimate for the South Ariad-Arattuvazhi Road in Ambalapuzha taluk has been sanctioned;

(*b*) whether there is provision for the road in the sanctioned budget for the current year; and

(*c*) whether the work has been taken up?

**MR. I. C. CHACKO:** (*a*) Yes.

(*b*) Yes.

(*c*) The work is being arranged for.

*South Ariad Cremation ground road.*

200. ***MR. N. NARAYANA KURUP:** Will the Government be pleased to state:

(*a*) whether the estimate for the South Ariad cremation ground road in Ambalapuzha taluk has been sanctioned: and

(*b*) whether the work has been taken in hand?

**MR. I. C. CHACKO:** (*a*) Yes.

(*b*) Yes.

*Sheristadars in Courts.*

201. * **MR. P. SIVARAMA PILLAI**: Will the Government be pleased to state:

(a) what is the scale of pay of a District Court Sheristadar and that of a Division Sheristadar;

(b) whether there is any rule that Division Sheristadars should be B. Ls.;

(c) whether the Division Sheristadars have to furnish any security;

(d) what is the next promotion of a Division Sheristadar and that of a District Court Sheristadar; and

(e) what was the pay of a District Court Sheristadar before standardisation?

**MR. PUTHUPALLI S. KRISHNA PILLAI** (*Legal Remembrancer to Government*): (a) Scale of pay of a District Court Sheristadar is Rs. 75-5-100.

Scale of pay of a Division Sheristadar is Rs. 100-5/2-125.

(b) The answer is in the negative.

(c) No.

(d) Next promotion of a Division Sheristadar is ordinarily as Stationary Magistrate on Rs. 100-10/2-150 provided the incumbent possesses the requisite qualifications.

(ii) Next promotion of a District Court Sheristadar is as Head Clerk and Nazir, High Court.

(e) Rs. 80-5-120.

*Commercial transactions of the Ceramic Factory.*

202. * **MR. P. SIVARAMA PILLAI**: Will the Government be pleased to state:

(a) whether there are agencies for selling the manufactured goods of the Ceramic Factory;

(b) if so, how many and in which all places;

(c) who is in charge of the commercial transactions of the Ceramic Factory; and

(d) whether the present Ceramic Expert has any previous experience in the management of Ceramic factories?

**SARDAR DOGAR SINGH**: (a) No.

(b) The question does not arise.

(c) Ceramic Expert, under the direction of Government.

(d) Yes.

**MR. P. SIVARAMA PILLAI**: May I know whether the Ceramic Expert had any experience in the line in any other factory before he came to Travancore?

**MR. M. SIVATANU PILLAI**: Sir, on a point of order. Is this question relevant to the main question?

**PRESIDENT**: The question does not arise and it is irrelevant.

**MR. G. VELU PILLAI** (*Karunagapalli cum Kartikapalli*): May I know whether there is any agent in Trivandrum ?

**SIRDAR DOGAR SINGH :** As we are now trying our utmost to supply articles to the Government of India we do not propose to appoint any agent anywhere.

**MR. P. NARAYANA PILLAI** (*Mavelikara cum Kunnatur*): May I know whether the cups and saucers manufactured in the factory are sold in Travancore ?

**SIRDAR DOGAR SINGH :** We have got agents for the whole-sale supply of china clay. As regards finished goods, they are covered by the orders of the Government of India and we have not got any surplus. Inside Travancore there are agents only for the sale of pickle jars.

**MR. P. NARAYANA PILLAI :** May I know whether the cups, saucers and other things manufactured in the factory are sold inside Travancore ?

**SIRDAR DOGAR SINGH :** I have already informed the honourable members that we are selling pickle jars in Travancore through agents. Cups, saucers and other household articles are sold direct at Kundara to the merchants as well as to the public. Besides these, we have got orders from the Government of India as well as from big merchants of Madras, Bombay, Calcutta and Lahore and very recently even from Australia. At present we are selling our articles all over India.

*The Ceramic Factory.*

203. ***MR. G. VELU PILLAI :** Will the Government be pleased to state:

(*a*) whether such articles as cups, saucers, plates etc., are manufactured in the Ceramic Factory at present;

(*b*) if so, whether they have any sale outside the State ; and

(*c*) the total amount collected from the sale of such articles in 1115 ?

**SIRDAR DOGAR SINGH :** (*a*) Yes.

(*b*) Yes.

(*c*) Rs. 6,599.

**MR. K. G. GOVINDAN :** With reference to the answer to part (*c*), may I know the total amount collected by sale from outside the State?

**SIRDAR DOGAR SINGH** The total amount of sale from the opening of the Ceramic Factory up to 11-1116 is Rs. 2,31,502, out of which goods worth Rs. 10,000 approximately were sold in Travancore and the remainder outside Travancore.

**MR. K. G. GOVINDAN :** My question was with regard to answer to part (*c*) which states that the total amount collected from the sale of articles in 1115 is Rs. 6,599. May I know the amount collected in 1115 by sale to places outside the State ?

**SIRDAR DOGAR SINGH:** Sir, Rs. 6,297 represents the amount we realised in 1115 for the jars, cups and saucers. It does not represent the total sale including china clay, insulators, pipes &c., in 1115 which amounted to Rs. 79,198.

**MR. KAINIKKARA M. PADMANABHA PILLAI:** May I know from the member the prices obtained till now by the sale of clay and by the sale of manufactured articles separately?

**SIRDAR DOGAR SINGH:** Sir, the total amount is Rs. 2,31,502, out of which Rs. 1,88,806 is the value of the china clay and the balance that of the finished articles.

**MR. N. NARAYANA KURUP:** May I know the weight of clay used for those articles which brought up Rs. 6,599?

**SIRDAR DOGAR SINGH:** I am sorry I have not got the figures with me but if the honourable member will visit the factory, I shall give him all the details in regard to the weight of the clay we are using.

**PRESIDENT:** I do not want to blame the honourable member because he is not a legislator by instinct or training. As soon as the honourable member has finished answering a question he must resume his seat, leaving any further explanation to supplementary questions.

**MR. G. VELU PILLAI:** May I know from the member whether the sale of clay or the sale of manufactured goods is more profitable to Government?

**PRESIDENT:** No answer is possible at present. Manufacture of goods may be more profitable so long as the war is going on. Afterwards it is likely to be clay.

**MR. N. NARAYANA KURUP:** May I know from the member whether he will meet my travelling expenses to Kundara if I visit the factory?

**SIRDAR DOGAR SINGH:** Gladly.

**MR. KANNANTHODATH JANARDANAN NAIR** (*Karunagapalli cum Karthikapalli*): May I know the exact percentage of the loss that the department has sustained during the manufacturing process of these articles?

**SIRDAR DOGAR SINGH:** We have not suffered any loss up till now. For any loss in breakage is eliminated by using the broken things in further manufacture. If, as a matter of fact, there is breakage during the first stage of manufacture of "green" goods, the material is used again. The goods that are broken during biscuiting i. e first firing, they are ground and again mixed to make the "green" goods, 'green' means unburned.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know whether the honourable member means to say that there is absolutely no loss during the process of manufacture?

**SIRDAR DOGAR SINGH:** There is absolutely no loss so far as the materials are concerned. But the labour charges spent in manufacturing are added on to the price.

**MR. K. P KOCHUKORA THARAKAN:** പ്ലേററ് മുതലായ സാമാനങ്ങൾ തിരുവിതാംകൂറിൽ എവിടെയെങ്കിലും വില്പനയ്ക്കു വച്ചിട്ടുണ്ടോ ?

**SIRDAR DOGAR SINGH**: We have got a Government depot here in Trivandrum near the Mascot Hotel. All the articles are available there in any quantity.

**MR. K. P. KOCHUKORA THARAKAN**. ഞാൻ അവിടെ ചെന്ന് അന്വേഷിച്ചതിൽ കപ്പ്, സാസർ, പ്ലേററ് മുതലായവ വിൽപ്പനയ്ക്കു ഇല്ലെന്നാണു പറഞ്ഞത്.

**SIRDAR DOGAR SINGH**: Last time we sent a good consignment. We are not producing as much as will meet the demand because the factory is comparatively small.

**MR. K. P. KOCHUKORA THARAKAN** ! ഞാൻ ഇൻഡ്യയെ സംബന്ധിച്ചല്ലാ ചോദിച്ചത്. നമ്മുടെ തിരുവിതാംകൂറിലേക്കു ആവശ്യമുള്ള മുഴുവൻ സാധനങ്ങളും നമ്മുടെ ഫാക്ററിയിൽ ഉണ്ടാക്കാൻ സാധിക്കുമോ?

**SIRDAR DOGAR SINGH**: I have not got figures in regard to the total demand of Travancore. But, as far as possible, we have met the demands of the poor classes.

**MR. P. KUNJUKRISHNAN**: May I know whether there is any depot at Quilon?

**SIRDAR DOGAR SINGH**: No.

**MR. KOTTALIL P. ABRAHAM** (*Muvattupuzha* cum *Devicolam*): May I know why our clay is turned china clay?

**PRESIDENT**: China was the first place where they made use of the clay for porcelain ware.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** (*Tiruvalla*): May I know whether the undertaking of the liability for the payment of travelling allowance to the members to visit Kundara is only a personal one or whether the members should bear the expenses themselves?

**SIRDAR DOGAR SINGH**: Personal. It will be a great honour to me.

*Motor accident at Kothamangalam Market.*

204. ***MR. KOTTALIL P. ABRAHAM**. Will the Government be pleased to state:

(*a*) whether there was a collision between two State Transport lorries at a bend of the road near the Kothamangalam market;

(*b*) if so, the extent of damage caused thereby; and

(*c*) whether motor accidents of collision have occurred at the same place on former occasions?

**MR. E. G. SALTER** (*Director of Transport*): (*a*) Yes.

(*b*) Rs. 200—approximately.

(*c*) Yes. On 27-4-1115 between a car and a lorry.

**MR. KOTTALIL P. ABRAHAM**; May I know whether the lorries were going in opposite directions or in the same direction?

**MR. E. G. SALTER**; One was stationary and the other ran into the rear.

**MR. KOTTALIL P. ABRAHAM**; Was it due to the negligence of the drivers of both the lorries or of one of the lorries?

**MR. E. G. SALTER**; One lorry was stationary and the car that ran across the road went into the rear of the stationary car and the driver of the second lorry has been held to blame and has been punished.

**MR. KOTTALIL P. ABRAHAM**: May I know whether the member has referred to the Public Works Department or to Government for easing the curve there?

**MR. E. G. SALTER**; The matter has been discussed personally with the Chief Engineer who has informed me that proposals are in hand for easing the curve at this particular point.

*Arattukadavu Bridge*

205. * **MR. P. NARAYANA PILLAI**: Will the Government be pleased to state:

(a) whether any amount was sanctioned towards the construction of the Arattukadavu Bridge on the Mavelikara—Tiruvalla road over the Kollakadavu river at Mavelikara, during the years 1114 and 1116; and

(b) the amount spent for the same during those years?

**MR. I. C. CHACKO**: (a) Rs. 5,000 in 1114, and nil in 1116.

(b) Nil.

*Export of timber.*

206. * **MR. P. NARAYANA PILLAI**: Will the Government be pleased to state:

(a) the quantity of timber exported from our country during the years 1114 and 1115; and

(b) the profit got out of that?

**RAO BAHADUR T. V. VENKITESWARA AIYAR** (*Conservator of Forests*):

| | | | | |
|---|---|---|---|---|
| (a) | 1114 | ... | 7,13,197 | c. ft. |
| | 1115 | ... | 4,43,416 | c. ft. |
| (b) | 1114 | ... | Rs. 3,19,590 | (Approx:) |
| | 1115 | ... | 2,21,500 | do. |

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know from the honourable member who is the authority to issue export passes at present?

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: The Divisional Forest Officers.

*Canal from Cheriappilly to Ezhikkara.*

207. * **MR. A. K. KUMARAN VAIDYAN** (*Kunnatnad* cum *Parur*): Will the Government be pleased to state whether they have considered the necessity of constructing a canal from Cheriappilly to Ezhikkara in Parur taluk and if so what action they have taken in the matter?

**MR. I. C. CHACKO**: Yes. The necessary investigation has been conducted and an estimate has been prepared.

*Bridge between Chettibhagom and Mammanthuruthu.*

208. * **MR. A. K. KUMARAN VAIDYAN**: Will the Government be pleased to state whether they have received any representation

regarding the construction of a bridge between Chettibhagom and Mammanthuruthu at Varapuzha in Parur taluk?

**MR. I. C. CHACKO**: No.

*Amins in the Principal Munsiff's Court, Nagercoil.*

209. ***MR. K. NARAYANAPERUMAL NADAR** (*Tovala* cum *Agastisvaram*): Will the Government be pleased to state:

(*a*) the number of Amins in the Principal Munsiff's Court, Nagercoil;

(*b*) their names;

(*c*) the number of years of service put by them as Amins in that court;

(*d*) whether complaints about them were received by the Principal Munsiff or by the High Court in the year 1115 or in the first half of 1116; and

(*e*) if the answer to part (*d*) is in the affirmative, the action taken thereon?

**MR. PUTHUPALLI S. KRISHNA PILLAI**: (*a*) Five.

(*b*) (i) S. Madhavan Pillai
(ii) K. A. Subramonia Pillai
(iii) N. Madhavan Nair
(iv) E. Dekshinamoorthy
(v) N. Narayana Pillai

(*c*) (i) 14 years
(ii) 9 years
(iii) 2 years
(iv) 9 years
(v) 3 years.

(*d*) The answer is in the negative.

(*e*) In view of answer to (d), this does not arise.

**MR. K. NARAYANAPERUMAL NADAR**: May I know why these Amin are kept in the same court for long periods of 9 and 14 years?

**MR. PUTHUPALLI S. KRISHNA PILLAI**: There is no rule that an Amin should not be in the same place for 9 or 14 years.

**MR. K. NARAYANAPERUMAL NADAR**: May I know whether Government are aware that they are susceptible to corrupt practices if they are kept in the same court for such a long period?

**MR. PUTHUPALLI S. KRISHNA PILLAI**: That cannot be stated as a general rule, Sir.

*Amins in the Additional Munsiff's Court at Nagercoil.*

210. ***MR. K. NARAYANAPERUMAL NADAR**: Will the Government be pleased to state:

(*a*) the total number of Amins in the Additional Munsiff's Court at Nagercoil:

(*b*) their names;

(*c*) the total service of each in that court as Amins;

(*d*) whether complaints about their corrupt practices were received by the Additional Munsiff or by the High Court in 1115 or in the first half of 1116; and

(*e*) the action taken thereon?

**MR. PUTHUPALLI S. KRISHNA PILLAI:** (*a*) Three.

(*b*) (i) T. Pothikkannu Pillai.
(ii) A. Ramakrishna Pillai.
(iii) A. Manickavachagam Chettiar.

| | | Years. | Months. | Days. |
|---|---|---|---|---|
| (*c*) | (i) | 13 | 10 | 1 |
| | (ii) | 1 | 0 | 13 |
| | (iii) | 18 | 9 | 0 |

(*d*) Yes; two complaints were received against No. (1), one by the District Munsiff and the other by the High Court.

(*e*) Both the complaints were dismissed as the complainants failed to support the allegations after due notice.

*Road from Moozhikkulam to Karukutty.*

211. * **MR. JOSEPH VITHAYATHIL** (*Kunnatnad* cum *Parur*): Will the Government be pleased to state what portion of the amount, if any, included in the budget for 1116 for repairing the village road from Moozhikkulam in the Parur taluk to Karukutty in the Kunnatnad taluk has been spent till now?

**MR. I. C. CHACKO:** No expenditure has been incurred.

*Road from Choondanthuruth to Manjaly.*

212. * **MR. JOSEPH VITHAYATHIL:** Will the Government be pleased to state whether the amount provided in the budget for 1116 for repairing the village road from Choondanthuruth to Manjaly in the Parur taluk has been spent till now?

**MR. I. C. CHACKO:** No; but arrangements have been made to start the work immediately.

*Expenditure on Anchal covers.*

213. ***MR. K. R. NARAYANAN** (*Vaikom* cum *Kottayam*): Will the Government be pleased to state the amount spent for Anchal covers at present, as also the amount spent for the purpose when covers used to be got down from outside?

**MR. R. RAMA VARIER** (*Deputy Accountant-General in charge of the Financial Secretary's duties*): Cost of 35 lakhs of covers got down from outside in 1115 ... B. Rs. 11,375

Cost of 35 lakhs of covers got manufactured locally in 1116 ... B. Rs. 11,725

**MR. K. R. NARAYANAN:** ൧൧൧൫-ൽ ൩൫ ലക്ഷം കവർ വെളിയിൽനിന്നും വരുത്തുന്നതിന് ൧൧,൩൭൫ രൂപ ആയിട്ടുണ്ട്. അത്രയുംകവർതന്നെ ൧൧൧൬-ൽ ഇവിടെ ഉണ്ടാക്കിയിരിക്കുന്നതിനു ൧൧,൭൨൫ രൂപ ചെലവായിട്ടുണ്ട്. ഈ വ്യത്യാസം എങ്ങിനെവന്നു എന്നു പ്രസ്താവിക്കാൻ ദയവുണ്ടാകുമോ?

MR. R. RAMA VARIER : ൧൧൧൭-ൽ കടലാസ്സിനു ഉണ്ടായിരുന്ന വിലയിൽനിന്നു ൫൦ ശതമാനം കൂടുതൽ ഇപ്പോൾ കടലാസിനു വിലയുണ്ട്. ഇതു സാധാരണ കടലാസിനുള്ള വിലക്കൂടുതലാണ്. ഇപ്പോഴത്തെ കവർ വാട്ടർമാക്ക് കടലാസാണ്. വാട്ടർമാക്ക് കടലാസിന് സാധാരണ കടലാസിനേക്കാൾ വിലക്കൂടുതലാണ്. ഇതാണ് ഈ വ്യത്യാസത്തിനു കാരണം.

MR. K. P. KOCHUKORA THARAKAN : ഇപ്പോഴത്തെ അഞ്ചൽ കവറിൽ എഴുതണമെങ്കിൽ പേന പ്രത്യേകം വേണമെന്നു മെമ്പർക്കു അറിയാമോ ?

MR. R. RAMAVARIER : പ്രത്യേകം പേനകൂടാതെ തന്നെ ധാരാളം ആളുകൾ ഈ കവറിൽ എഴുതിവരുന്നതായി അറിയാം.

*Statement, by caste, of the Judges.*

214. * MR. K. R. NARAYANAN : Will the Government be pleased to lay on the table a statement, by caste, of the Judges of the High Court and of the District Courts ?

MR. PUTHUPALLI S. KRISHNA PILLAI : * The statement is laid on the table.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : May I know from Government whether there was any time before this when there was only one Nair Judge in the High Court ?

MR. PUTHUPALLI S KRISHNA PILLAI : It is not possible to give the information, Sir, without looking into the records.

*Anchal Department and the Vala Community.*

215. * MR. A. K. KUMARAN VAIDYAN: Will the Government be pleased to state the number of persons employed in the Anchal Department from the Vala Community and the number of persons amongst them drawing a salary of Rs. 7 and above and the number of departmental and non-departmental Anchal masters ?

MR. D. GAINNEOS (*Secretary to Government*) : Number of persons

| | |
|---|---|
| employed, from the Vala community | 2 |
| Number of persons drawing a salary of Rs. 7 and above from the Vala community | 2 |
| Number of Departmental Anchal Masters from the Vala community. | Nil. |
| Number of Non-departmental Anchal Masters from the Vala community. | 1 |

*Ferry across the Kallada river.*

216. * MR. E. E. PANDARATHIL (*Travancore Jenmies, South*) : Will the Government be pleased to state whether steps have been taken to provide a larger ferry-boat across the Kallada river on the Enathi Pattazhi road in view of increased pedestrian traffic ?

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* *Vide* Appendix III page 548.

**MR. I. C. CHACKO**: No, but arrangements have been made to use the junghar to ferry passengers in the mornings and evenings when there is rush of passengers.

*Ascu plants.*

217. *MR. KANNANTHODATH JANARDANAN NAIR: Will the Government be pleased to state:

(a) the number of Ascu plants with Government;

(b) the quantity of timber treated in those plants for the current year till 30th Edavom;

(c) the expenditure incurred to maintain those plants for the same period; and

(d) the quantity of timber (ascued during the year) sold, if any, and the amount of sale proceeds?

**RAO BAHADUR T V. VENKITESWARA AIYAR**: (a) Four, of which only three are being worked.

(b) 13,352 c. ft. of timber and 27,224 sq. ft. of bamboo matting.

(c) About Rs. 2,650.

(d) Ascu treated timber—9344 c. ft.
Ascu treated teak wood poles Nos. 1168.
Teak wood cross arms Nos. 400.
Bamboo matting 27,224 sq. ft.
Sale proceeds Rs. 16,071.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know the amount of ascu treated timber sold in Travancore and sold out of Travancore?

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: Practically nothing has been sold outside Travancore.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know the amount of the timber sold privately in Travancore?

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: I claim notice.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know whether the member is satisfied with the efficacy of the ascu treatment of timber?

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: Yes, Sir.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know whether the member is aware of a pamphlet issused from Dehra Dun to propagandise that ascu treatment is not efficacious?

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: Yes, Sir. But they are conducting further experiments on the matter.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know whether the Conservator has noticed that that the ascu treated timber, tried as an experimental measure, is mostly eaten by white ants?

**RAO BAHADUR T. V. VENKITESAWARA AIYAR**: Yes, Sir. That was perhaps because the treatment was not done properly.

**MR. M SIVATANU PILLAI**; May I know whether it is due to want of demand or want of supply that ascu treated timber is not supplied outside Travancore:

**RAO BAHADUR T. V. VENKITESWARA AIYAR**: It is because of the want of supply.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know whether any ascu treatment plant has been kept out of use?

**RAO BAHADUR T. V. VENKITESWARA AIYAR:** Yes, Sir: 1.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know what was the necessity for this, when the Conservator has stated that he is very much satisfied with the efficacy of the treatment and that there is a large demand for treated timber?

**RAO BAHADUR T. V. VENKITESWARA AIYAR:** Sir, I did not say that all the timber is required for the departments of the State. There is very little demand from the departments for materials treated with ascu. Therefore one plant is not used.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know, Sir whether there is no demand for ascu treated timber because the people are not satisfied with the efficacy of the treatment?

**RAO BAHADUR T. V. VENKITESWARA AIYAR:** No, Sir.

**MR. K. P. KOCHUKORA THARAKAN:** ൫൩,൦൦൦ രൂപയ്ക്കു തടി വിററതായിട്ടു പറയുന്നുണ്ടു്. ഇതിൽ മുനിസിപ്പാലിററിക്കു കൊടുത്തതും ഗവർമെൻറിനു കൊടുത്തതും കഴിച്ചു് തിരുവിതാംകൂറിലെ പൊതുജനങ്ങൾക്കു് എത്ര രൂപയ്ക്കു തടി കൊടുത്തു എന്നു പറയാമോ?

**RAO BAHADUR T. V. VENKITESWARA AIYAR:** അതു് ഇപ്പോൾ പറയുവാൻ നിവൃത്തിയില്ല. എങ്കിലും അധികം കാണുകയില്ല.

*The Mint.*

218. * **MR. KANNANTHODATH JANARDANAN NAIR:** Will the Government be pleased to state:

(*a*) whether they are considering the question of abolishing the Mint; and

(*b*) if so, the reasons therefor?

**MR. R. RAMA VARIAR:** (*a*) No. The Mint opened temporarily is proposed to be closed only temporarily at the end of Dhanu 1117.

(*b*) The minting of the entire stock of blanks for the new copper coins is expected to be completed by that time.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know whether some 2 years back Government bought some machinery for the manufacture of blanks or dies?

**MR. R. RAMA VARIAR:** The question is regarding the abolition of the Mint and not regarding the purchase of plant machinery.

**MR. KANNANTHODATH JANARDANAN NAIR:** Sir; my point is this, I have asked about the abolition of the Mint. Two years ago I think it was during the time of Rao Bahadur Rengaswami Aiyar that the department got down some machinery for the manufacture of blanks and dies, at a cost of Rs. 40,000. I understand that even the package containing the machinery has not been opened.

**MR. R. RAMA VARIER:** Sir, a separate building is required for fitting up the new machinery.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** : May I know why without considering the question of making adequate provision for fixing up this machinery it was ordered ?

**MR. R. RAMA VARIER** : When the order was placed two years ago it was thought that the existing building might be suitable, but when the machinery actually arrived, it was found that that building was not quite suitable and that another building was required.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** : What is the approximate cost of the new building that is required for fixing up the new machinery ?

**MR. R. RAMA VARIER** : It has not been estimated.

**MR PULIYOOR T. P. VELAYUDHAN PILLAI** : May I know from Government why they have not taken steps for at least to estimate the cost of a new building that is required for fixing up this machinery which was got down two years ago ?

**MR. R. RAMA VARIER** : If at present we are to go in for a new building it will be very costly. As it is, we are getting on without it. The minting of the blanks already got down is almost completed and we are not now going in for any more blanks. Therefore there is no immediate need for working this machinery.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** : So, am I to take it that it is not on account of want of building that the machinery was not fixed up but on account of the want of necessity for it ?

**MR. R. RAMA VARIAR** : On account of both.

**MR. KANNANTHODATH JANARDANAN NAIR** : May I know whether the Government are prepared to consider the question of selling this machinery to some who will buy it at a price which will bring a profit to the Government.

**MR. R. RAMA VARIER** : Sir, the suggestion requires mature consideration. We have first to ascertain what the machine will fetch in the market before we can decide whether it will sell at a profit or not.

**MR. M. SIVATANU PILLAI** : May I know why it was got down if it was not thought necessary ?

**MR. R. RAMA VARIER** : It was thought necessary at the time it was got down.

*Development Department and Plywood.*

219. ***MR. KANNANTHODATH JANARDANAN NAIR** : Will the Government be pleased to state:

(*a*) whether the Development Department has begun the manufacture of plywood;

(*b*) the amount of plywood manufactured so far;

(*c*) expenditure incurred for such manufacture; and

(*d*) the quantity of plywood sold and the total amount realised therefrom?

**RAO BAHADUR T. V. VENKITESWARA AIYAR** : (*a*) Yes.

(*b*) About 15,500 sq. ft.

(*c*) It is not in public interests to furnish these details in the case of commercial ventures.

(*d*) The whole output is for sale to the K. D. H. P. Co. Munnar, at 2 annas per sq. ft.

**MR. KANNANTHODATH JANARDANAN NAIR** : May I know what were the varieties of timber supplied by the Forest Department to the Development Department for the manufacture of ply wood and the rates at which they were supplied?

**RAO BAHADUR T. V. VENKITESWARA AIYAR** : Only one kind of timber has been supplied and that is ministica. The rate is working charges plus seigniorage rates.

**PRESIDENT** : At present negotiations are pending for the starting of a ply wood factory. As honourable members know, ply wood for making teak chests and for other purposes was, till very recently, got from Scandinavia or the Balkans. The whole of India was supplied either from Scandinavia or from the Balkans. Recently steps have been taken in Assam to do some ply wood business. It struck this Government that it was a great pity that with so much material here, it should not be manufactured in this State also. On account of the war even those who have entered into contracts for the supply of ply wood find it difficult to fulfil those contracts. In these circumstances Government are endeavouring to start a ply wood factory here almost immediately; and any disclosure of cost price or rates or profits would make it very difficult for Government to conduct what may be called successful negotiations.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** : May I know the name of the wood?

**PRESIDENT** : Ministica.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI** : May I know the Malayalam equivalent for it?

**RAO BAHADUR T. V. VENKITESWARA AIYAR** : Chora pine.

*Village road from 4th mile of the Kottar-Dharmapuram road.*

220. ***MR. K. NARAYANAPERUMAL NADAR** : Will the Government be pleased to state:

(*a*) whether the Government on 3-5-1113 received a petition from Sivasubramonia Nadar, Narayanaperumal Nadar and others of Puttoor in Dharmapuram pakuthi in Agastisvaram taluk, that the village road branching from 4th mile of the Kottar—Dharmapuram should be metalled;

(*b*) the reasons stated in the petitions for metalling the road;

(*c*) whether the Chief Engineer or the Executive Engineer, Nagercoil, had visited the village road in 1115 or 1116;

(*d*) the amount necessary for metalling the road, which is one and a half miles long; and

(*e*) the action taken thereon?

**MR. I. C. CHACKO :** (*a*) Yes.

(*b*) The road is in a bad condition and there is heavy traffic on it.

(*c*) Yes.

(*d*) About Rs. 3,700.

(*e*) As metalling is not considered necessary an estimate for gravelling has been prepared and is awaiting execution.

**MR. K. NARAYANAPERUMAL NADAR :** May I know why there is no provision in the budget for 1117 for gravelling this road ?

**MR. I. C. CHACKO :** The Advisory Committee did not include this work in this year's budget.

*Circular re : confirmations, increments, etc.*

221. ✱ **MR. KANNANTHODATH JANARDANAN NAIR:** Will the Government be pleased to state :

(*a*) whether the Financial Secretary to Government has recently issued a Circular to the various departments of the State requiring them to put away the question of all confirmations, increments etc.; and

(*b*) the total amount of money expected to be saved in 1116 and in 1117 by that circular ?

**MR. R. RAMA VARIER :** (*a*) No.

(*b*) The question does not arise.

*Road from Oachira to Thamarakulam.*

222. ✱**MR. P. NARAYANA PILLAI :** Will the Government be pleased to state :

(*a*) the amount allotted for gravelling the road from Oachira to Thamarakulam via. Vallikunnam for the year 1116 ; and

(*b*) the amount spent till this time ?

**MR. I. C. CHACKO :** (*a*) Rs. 2,000.

(*b*) Rs. 749-10-0 till the end of 10/1116.

*Applications under the Debt Relief Act.*

223. ✱ **MR. G. VELU PILLAI :** Will the Government be pleased to state :

(*a*) the total number of applications from debtors received till 30th Kumbhom 1116, by the various civil courts in the State to pay the debts in instalments under the Debt Relief Act ;

(*b*) the total amount of debt involved by such applications ; and

(*c*) the total amount deposited in courts as first instalment under the provisions of the Debt Relief Act ?

**MR. PUTHUPALLI S. KRISHNA PILLAI :** (*a*) 46,697.

(*b*) Rs. 2,43,33,149-Chs. 3-cash 13.

(*c*) Rs. 7,35,802-Chs. 4-cash 11.

**MR. N. NARAYANA KURUP :** May I know whether information is available in regard to the amount of first instalments paid till 21-10-1116 ?

**MR. PUTHUPALLI S. KRISHNA PILLAI :** No, Sir.

*Road from Ala to Kodukulanji.*

224. *MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Will the Government be pleased to state:

(a) whether any representation has been received by the Government or the Department for taking over under departmental maintenance the road from Ala to Kodukulanji road, 4th mile, 8th furlong;

(b) the steps taken in the matter: and

(c) whether this part of the road has been cut open by the public of the locality at their own cost?

MR. I. C. CHACKO: (a) Yes.

(b) The approval of the P. W. D. Advisory Committee has been obtained for the proposals and the acquisition of required lands on nominal compensation is being arranged for.

(c) Yes.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: With reference to the answer to part (c), may I know the distance of this part of the road that has been cut open?

MR. I. C. CHACKO: 2 miles.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from Government the approximate cost of annual maintenance for this road?

MR. I. C. CHACKO: About Rs. 60, or Rs. 30 per mile.

*Transport Buses.*

225. *MR. G. VELU PILLAI: Will the Government be pleased to state:

(a) the total number of Transport buses in the State at present; and

(b) the number of such buses run on charcoal gas?

MR. E. G. SALTER: (a) 134

(b) 7

MR. K. DOMINIC JOSEPH (*Vaikom* cum *Kottayam*): May I know from the member the cost of converting a petrol driven bus into a bus driven by charcoal gas?

MR. E. G. SALTER: Sir, the cost will depend upon the type of body of the bus. Ordinarily the cost may vary from Rs. 750 to Rs. 1,000.

MR. P. SIVARAMA PILLAI: Out of 134 buses, may I know how many are running in the various routes?

MR. E. G. SALTER: For the purpose of ease in maintenance and organisation, the buses are confined to only one route for the time being, that is the Trivandrum-Nagercoil route.

MR. K. G. GOVINDAN: May I know from the member whether the buses driven by charcoal gas have proved a success?

**MR. E. G. SALTER :** These have proved a success beyond my wildest hopes.

**MR. K. G. GOVINDAN :** May I know whether it is the intention of Government to replace all the petrol driven buses by charcoal gas driven buses?

**MR. E. G. SALTER :** Yes, Sir.

**MR. K. G. GOVINDAN :** May I know how many petrol driven buses can be converted into charcoal gas driven buses in one year ?

**MR. E. G. SALTER :** That depends upon the number of staff engaged and the facilities available for carrying on the work. It is hoped to carry out conversions at the rate of 2 per week.

**MR. N. NARAYANA KURUP :** May I know whether this experiment has been tried in Madras three years ago ?

**MR. E. G. SALTER :** Yes, Sir.

**PRESIDENT :** There are about 300 buses running in Madras on charcoal gas.

*Bridges at Poothotta and Murinjapuzha.*

226. ***MR. K. R. NARAYANAN :** Will the Government be pleased to state whether the P. W. D. Advisory Committee who toured the Alwaye P. W. Division during 1115 and 1116 have in the report submitted by them, brought to the notice of Government the urgent necessity for the construction of bridges at Poothotta and Murinjapuzha?

**MR. I. C. CHACKO :** Yes.

**MR. K. R. NARAYANAN :** പൂത്തോട്ടയിലേയും മുറിഞ്ഞ പുഴയിലേയും പാലങ്ങൾ മേജർ പാലങ്ങളല്ലേ ?

**MR. I. C. CHACKO :** അതേ.

**MR. K. R. NARAYANAN :** അതു് അർജൻസി ക്ലാസിൽ ഉൾപ്പെടുത്തി ഒരു ലിസ്റ്റ് ഡിപ്പാർട്ടുമെൻറിൽ നിന്നും തയാറാക്കിയിട്ടില്ലേ?

**MR. I. C. CHACKO :** അർജൻസി ക്ലാസിൽ ഉൾപ്പെടുത്തിയിട്ടില്ല; പാലങ്ങളുടെ കൂട്ടത്തിൽ ഈ രണ്ടു പാലങ്ങളും ഉൾപ്പെടുത്തിയിട്ടുണ്ടു്.

**MR. K. R. NARAYANAN :** പൂത്തോട്ടപാലത്തിനു എപ്പോഴെങ്കിലും ഡിപ്പാർട്ടുമെൻറിൽനിന്നും എസ്റ്റിമേറ്റ് തയാറാക്കിയിട്ടുണ്ടോ

**MR. I. C. CHACKO :** തയാറാക്കിയിട്ടില്ല.

*State Transport Department.*

227 ***MR. P. KUNJUKRISHNAN :** Will the Government be pleased to lay on the table a caste-war statement of the Conductors and Inspectors of the State Transport Department?

**MR. E. G. SALTER** : Since the Transport Department is a commercial organisation communal representation is not insisted on.

**MR. P. KUNJUKRISHNAN** : May I inform the honourable member that I was not insisting on communal representation but only asking information *viz.*, the caste war statement of appointments in the Transport Department ?

**MR. E. G. SALTER** : Sir, the time and labour involved in furnishing the statement is not commensurate with public interests.

**MR. P. KUNJUKRISHNAN** : Then, may I know why it was not stated in the printed answer itself ?

**MR. E. G. SALTER** : I have no answer.

**MR. P. KUNJUKRISHNAN** : I rise to a point of order. The question asked here was to lay on the table a caste-war statement of the conductors and Inspectors of the Transport Department and the answer is that since the Transport Department is a commercial organisation, communal representation is not insisted on. That was not what I wanted, nor was it the purpose of the question.

**PRESIDENT** : Evidently the question stopped short of asking why certain communities were not adequately represented. The answer, as I suppose, was a little previous, as the Americans say. But the proper answer should have been and would be that the time and labour involved is out all proportion to its probable utility. I think that would have been a proper answer and such answers would be given in future.

**MR. K. DOMINIC JOSEPH** : What is the total number of employees in the Transport Department ?

**MR. E. G. SALTER** : I have not got the exact information Sir, but I can say that it is in the region of 750.

**MR. M. SIVATANU PILLAI** : May I know whether there is a principle to appoint Conductors and Inspectors from those who were already in the line which has been taken up by Government ?

**MR. E. G. SALTER** : Yes, provided that their academic qualifications befitted them for the post.

**MR. K. G. GOVINDAN** : May I know the number of Conductors and Inspectors in the Department ?

**MR. E. G. SALTER** : I cannot give the exact information, but I think that the number of Conductors will be about 234 and that of the Inspectors will be 45. This is subject to confirmation.

*Waiting shed in the State Transport Garage at Quilon.*

228. ***MR. P. KUNJUKRISHNAN** : Will the Government be pleased to state :

(a) whether it has been brought to their notice that the waiting shed in the State Transport Garage at Quilon is not at all sufficient for the purpose for which it is intended ;

[Mr. P. Kunjukrishnan.]

(b) if answer to part (a) is in the affirmative, whether any steps have been taken thereon ; and

(c) if not, why not ?

**MR. E. G. SALTER :** (a) No.

(b) & (c) These do not arise in view of the above answer.

**MR. P. KUNJUKRISHNAN:** May I know whether it was brought to the notice of the honourable member in this House at any time ?

**MR. E. G SALTER :** No, Sir.

**MR. P. KUNJUKRISHNAN :** On a point of order. Sir, during the last budget session it was brought to the notice of the honourable member that the waiting shed at the Quilon garage is insufficient and that proper accommodation is not available. Now the honourable member says that it was not so.

**MR. E. G. SALTER :** The information that was brought to the notice of Government in that session was that the accommodation which was considered to be available for passengers was being usurped by the staff of the department ; and within 24 hours of that statement that practice was stopped. Since then there has been no further complaint.

**MR. P. KUNJUKRISHNAN :** May I know whether it was also not brought to the notice of the honourable member that sufficient accommodation was not available in the garage waiting shed ?

**MR. E. G SALTER :** No, Sir.

*Recruitment from the Bar as Munsiffs and Judges.*

229. * **MR. S. NARAYANA PILLAI :** Will the Government be pleased to state :

(a) the existing rule regarding the proportion of recruitment from the Bar to appointment from the department, in regard to appointment of Munsiffs and Judges ; and

(b) whether any change has been made in the rule or practice ?

**MR. PUTHUPALLI S. KRISHNA PILLAI :** (a) The member is referred to G. O. R. Dis. No. 1572 of 37/Judl. dated the 8th July 1937, on the subject, published at pages 1430 and 1431 of Part I of the Government Gazette dated the 13th July 1937/29th Mithunam 1112.

(b) The answer is in the negative.

**MR. K. G. GOVINDAN :** May I know whether the honourable member is prepared to give the ratio here now ?

**MR. PUTHUPALLI S. KRISHNA PILLAI :** Sir, more than the information contained in the Gazette referred to in the answer it is not possible for me to supply at present. The G. O. itself states that until the existing qualified staff in the department is absorbed, the rule in regard to the proportion will not be insisted upon.

*Latrine facilities in the Quilon Transport Garage.*

230 * **Mr. P KUNJUKRISHNAN** : Will the Government be pleased to state :

(*a*) whether there are any latrine facilities provided for the travelling public in the Quilon Transport Garage ; and

(*b*) if not, why not ?

**Mr. E. G. SALTER** : (*a*) and (*b*) Arrangements have already been made for providing necessary facilities and the work is in progress.

**Mr. P. KUNJUKRISHNAN** : May I know the nature of the arrangements that are now in progress ?

**Mr. E. G. SALTER** : Latrine and urinals are being constructed for the benefit of the public.

**Mr. P. KUNJUKRISHNAN** : May I know whether construction work has been started ?

**Mr. E. G. SALTER** : Yes, Sir.

## Appendix I.

### *Vide* Answer to Question No. 192.

Statement of places where wells were sunk in the Northern Division during 1114, 1115 and 1116.

| | *Name of place.* | *Name of taluk.* |
|---|---|---|
| 1. | Panavally | Shertalla |
| 2. | Ezhupunna | Do. |
| 3. | Vazhoor | Changanacherry |
| 4. | Vadavathoor | Kottayam |
| 5. | Vadayar | Vaikom |
| 6. | Thalayazham | Do. |
| 7. | Ullala | Do. |
| 8. | Vengoor | Kunnatnad |
| 9. | Thrikkakara | Do. |
| 10. | Manickamangalam | Do. |
| 11. | Velyathnad | Parur |

Statement of places where burial grounds were provided in the Northern Division during 1114, 1115 and 1116.

| | *Name of place.* | *Name of taluk.* |
|---|---|---|
| 1 | Vazhapally East | Changanacherry |
| 2 | Vazhoor | Do. |
| 3 | Puthupally | Do. |
| 4 | Changanacherry | Do. |
| 5 | Aymanam | Kottayam |
| 6 | Thiruvarppu | Do. |
| 7 | Kumarakom | Do. |
| 8 | Vijayapuram | Do. |
| 9 | Kaipuzha | Do. |
| 10 | Pampady | Do. |
| 11 | Onamthuruthu | Do. |
| 12 | Ettumanoor | Do. |
| 13 | Mulakulam | Vaikom |
| 14 | Elakkad | Meenachil |
| 15 | Kainakari | Do. |
| 16 | Cheranalloor | Kunnatnad |

APPENDIX I.—(*contd.*)

Statement of places where Public buildings were provided in the Northern Division during 1114, 1115 and 1116.

| | *Name of place.* | *Name of taluk.* |
|---|---|---|
| 1 | Manthanam | Changanacherry |
| 2 | Koothattukulam | Muvattupuzha |
| 3 | Ayroor | Parur |

## Appendix II.

*Vide* **Answer to Question No. 197.**

Statement showing the number of tanks in the Kunnatnad taluk.

| *Item No.* | *Name of tank.* | *Remarks.* |
|---|---|---|
| 1 | Theverol Chira in Aikaranad Pakuthy ... | Completed. |
| 2 | Aikarachira in Do. ... | do. |
| 3 | Aiyan chira in Vengola pakuthy ... | Under investigation. |
| 4 | Certain Additional improvements to Chenganchira, in Rayamangalam pakuthy.. | do. |
| 5 | Enthranchira in S. No. 351/1 of Aikaranad pakuthy ... | do. |
| 6 | Manamchira in S. No. 1000/4 in Kothakulangara pakuthi ... | Estimate being submitted. |
| 7 | Kozhikulam in Kothamangalam pakuthy ... | Ryots unwilling to pay half contribution and hence ordered not to be taken up. |
| 8 | Purakulam in S. No. 198/5 of Aikaranad pakuthy ... | Under investigation. |
| 9 | Digging a tank in S. No. 606/1-36 of Rayamangalam pakuthy ... | Estimate being submitted. |
| 10 | Njavarikulam in S. No. 436/6 of Aikaranad pakuthi ... | Cost of improvements prohibitive when compared to the area benefited. |
| 11 | Low level sluice and drainage thodu to Chirayil padam chira in Alwaye pakuthi ... | Mostly done. |

## Appendix III.

**Vide Answer to Question No. 214.**

Statement by caste of Judges of the High Court and of the District Courts as it stood on 8-12-1116.

| | High Court Judges. | District Court Judges. | |
|---|---|---|---|
| | | District Judges. | Second Judges. |
| A. HINDUS. | | | |
| 1. Brahmin ... | 2 | ... | 3 |
| 2. Nair ... | 1 | 2 | 3 |
| 3. Ezhava ... | ... | 1 | ... |
| 4. Other Specified Hindu .. | ... | ... | 2 |
| B. MUSLIMS. ... | ... | 1 | ... |
| C. CHRISTIAN. | | | |
| 1. Jacobite ... | 1 | 1 | 2 |
| 2. Marthomite ... | ... | ... | ... |
| 3. Syriac Catholic ... | 1 | 1 | ... |
| 4. Latin Catholic ... | ... | 1 | ... |
| 5. South Indian United Church ... | ... | ... | ... |
| 6. Anglican ... | ... | ... | ... |
| 7. Other Christian ... | 1 | ... | ... |

## ADJOURNMENT MOTION.

**PRESIDENT**: Order, order. I have received notice of a motion for adjournment of the business of the House from Mr. S. Narayana Pillai. It reads—

> "I beg leave to move for the adjournment of the business of the House to discuss a definite matter of urgent public importance, namely, the excessive exportation of aloe yarn from Travancore to various places outside the State which is liable to affect thousands of labourers engaged in the manufacture of camouflage nets for war purposes."

Is aloe fibre used for camouflage nets for war purposes?

**MR. KAINIKKARA M. PADMANABHA PILLAI**: Yes, Sir.

**PRESIDENT**: Quite recently I saw certain notifications from the Government of India. The matter will be looked into immediately. Now does the honourable member want any time to move his motion?

**MR. S. NARAYANA PILLAI**: No. Sir.

## DEMAND VIII—ELECTRICITY AND TELEPHONE— Rs. 23,22,578—(contd.)

### Motion No. 6—(contd.)

**MR. A. K. KUMARAN VAIDYAN**: സർ, പറവൂരിൽനിന്നും ൨൬൦ മൈൽ അകലെയാണു ഹൈക്കോടതി സ്ഥിതി ചെയ്യുന്നതു്. ആ കാരണം കൊണ്ടും കൂടാതെ ഞാൻ ഇന്നലെ പറഞ്ഞ കാരണങ്ങൾ കൊണ്ടും ബഹുമാനപ്പെട്ട ഗവർമ്മെൻറും എലക്ട്രിക്കൽ എഞ്ചിനീയരും അവിടെ ഒരു പബ്ളിക്കാൾ ആഫീസ് സ്ഥാപിച്ചുതരണമെന്നു് ആവശ്യപ്പെട്ടുകൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിച്ചുകൊള്ളുന്നു.

**MR. M. R. NARAYANA PILLAI**: I support the motion to point out the necessity for having a public call office at Attingal, the importance of which cannot be overestimated.

**MR. K. P. PADMANABHA MENON** (*Electrical Engineer to Government*): Sir, the work in connection with the extension of the telephone line to Parur has already been sanctioned by Government and included in the budget for the next year. The extension to Palai is already in progress and will be completed in a month or so. The extension to Muvattupuzha has been completed. The following public call offices were opened during the current year, one in Kallar, one in Neriamangalam, one in Chavara, one in Munnar and one in Muvattupuzha. The idea of Government is to gradually extend the telephone line to all the important industrial and commercial centres in the State; but the programme will naturally require very careful consideration at every stage, having regard to the present abnormal rise in the prices of materials. Whatever estimates that may have been framed a year or two ago will no longer be valid on account of the very large increase in the price of materials and the difficulty in getting those materials also now. For instance in the current year's budget, there was a provision of Rs. $1\frac{1}{2}$ lakhs for opening new telephone lines; but we had to abandon all that programme because

[Mr. K. P. Padmanabha Menon.]

we could not get the materials and in some cases because though in accordance with the original forecast the scheme was expected to give a reasonable return, the financial result on account of the present increased cost was very disappointing. In regard to the extension to Changanacherry, investigation is already in progress and in so far as there is a satisfactory assurance of getting 10 to 12 local suppliers, the work appears to be promising and it might be included in the next year's programme.

In regard to Chengannur the position is as follows. From the trend of the discussion on public call offices it appears to me that the honourable members have not a clear idea regarding the feasibility of opening public call offices. Each public call office has to be decided in relation to its proximity to the nearest branch station. The tapping of a main telephone circuit to open a public call office may be justified only if it will not interfere with the traffic of the main telephone trunk as local calls from such call offices may perhaps be ten or twelve in a day. But to tap a line between Mavelikara and Kottayam which links up two important junctions, one from Peermade to Kottayam and the other from Alwaye to Kottayam, will be most undesirable as the volume of traffic on this section is very very high. The House will be interested to know that the traffic level there compares very favourably with that in British India. People are getting telephone minded and wherever public call offices have been opened (with very few exceptions) there has been a very satisfactory response. But at the same time to minimise the inconvenience and delay caused by intermediate tapping it is desirable to have separate lines for such call offices as Changanacherry, Tirvalla, Chengannur, etc. But the cost becomes the main consideration.

**MR. K. P. KOCHUKORA THARAKAN**: ആലുവായിലേക്ക് ടെലഫോൺ വയർ കണക്റ്റ് ചെയ്തിരിക്കുന്നത് എവിടെനിന്നാണ്?

**MR. K. P. PADMANABHA MENON**: Sir, the nearest branch line to Alwaye is Kothamangalam which is a junction connecting the High Ranges. A call office for Perumbavur is being considered. But as the volume of traffic between the High Ranges and Alwaye is high an intermediate tapping will not be justified. What I am now considering is therefore to utilise that section of the telephone line reserved for the hydro-electric operation for the public also.

**MR. K. P. KOCHUKORA THARAKAN**: കോതമംഗലത്തുനിന്നും ആലുവായിലേക്കു വയർ കണക്റ്റ് ചെയ്തിരിക്കുന്ന സ്ഥിതിക്ക് പെരുമ്പാവൂരിൽ ഒരു പബ്ളിക്ക് കാൾ വയ്ക്കുന്നതിനു ചെലവുണ്ടോ?

**PRESIDENT**: The honourable member will raise his voice.

**MR. K. P. PADMANABHA MENON**: The question of Perumbavur public call office is being considered, although I have not received any application from any one from Perumbavur for a public call offic there.

**MR K. P. KOCHUKORA THARAKAN :** കഴിഞ്ഞകൊല്ലം അസംബ്ളിയിലെ വാദപ്രതിവാദസമയത്തുതന്നെ ഒരു പബ്ളിക്കകാൾആഫീസ് പെരുമ്പാവൂരിൽ തരണമെന്നു പറയുകയും ഏകദേശം തരാമെന്നുള്ള അർത്ഥത്തിൽ മറുപടി പറകയും ചെയ്തിട്ടുള്ളതു മെമ്പർക്ക് അറിയാമോ?

**MR. K. P. PADMANABHA MENON :** Yes, Sir. Making a statement on the floor of this House is one thing and making a definite application for a telephone public call office is another. I must have some thing to act upon. Payment has to be made in advance without which I will not be justified in incurring an expenditure on a new public call office. In the case of Muvattupuzha I had some 5 or 6 applications for a local telephone system and the work was considered economically justifiable as there was a possible return of Rs. 800 or Rs. 900 per annum. On the receipt of applications for a public call office and for local subscribers an estimate can be prepared and if it is found to be paying, the work can be got sanctioned. If I had any application from Perumbavur the question could be easily considered. Here the question was not for a local telephone system but for a public call office. One cannot foresee the number of calls there will be in a public call office and so one cannot have a clear idea of the revenue that can be derived from it. Some public call offices may require ten or twelve miles of line extension which at the present cost of materials will mean an expenditure of Rs. 15,000 or Rs. 16,000. Therefore each public call office has to be decided on its own merits and we cannot lay any hard and fast rule. The promise of getting a large volume of business may not often be a criterion in deciding the feasibility or otherwise of incurring such expenditure for extensions. If, on the other hand, there is a definite assurance of subscribers, requiring local connection, the case is entirely different. Action on such applications can be taken because there is an assurance of such subscriber paying a definite subscription every year. Apart from this aspect the policy of the Government is to extend the telephone service wherever possible and it will be a great convenience if all the major Anchal Offices are served with public call offices so that the amount of revenue that might otherwise go for telegrams could be diverted to this department. This will be clear by the progress made in the number of public call offices opened year after year and also the volume of business transacted by the department. But my difficulty is with regard to laying any hard and fast rule in respect of the provision of public call office in a particular locality. If there are local subscribers I shall be able to foresee this minimum revenue that can be expected and I can then estimate the capital cost and see whether the line will be paying or not. For instance, honourable members drew the attention of the House yesterday to certain public call offices which are not paying. That is exactly my difficulty. We open up a station on an experimental basis and we find that there is no reasonable revenue coming from this office. After all, the investment on these undertaking is of a commercial nature for which interest has to be paid. As far as possible, where there are definite requests from the public to have telephone services installed, those extensions would be given due preference based on the income derivable.

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I may also mention that for the programme of 1117 we have made provision for over one and a half lakhs of rupees for extending telephone service to various places and of these, works in two or three places have been started already and the rest will be a matter of detailed investigations based on the results of which action will be taken. In the light of what I have said I hope the honourable member will withdraw his motion.

**MR PULIYOOR T. P. VELAYUDHAN PILLAI:** I beg permission of the House to withdraw the motion.

The motion was, by leave, withdrawn.

### Motion No. 7.

MR. KOCHUKORA THARAKAN:

To reduce the allotment of Rs. 2,00,000 for Trivandrum Telephone and Trunk Telephone by Re. 1-

**MR. K. P. KOCHUKORA THARAKAN:** സർ, എന്റെ ചോദ്യം കൊണ്ടു് എനിക്കു പറയാനുള്ളതെല്ലാം പറഞ്ഞുകഴിഞ്ഞു. അതുകൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിക്കുന്നില്ല. എലക്ട്രിക്കൽ എഞ്ചിനീയർ പറഞ്ഞ മറുപടി കേൾക്കാൻ കഴിഞ്ഞില്ല. മററു സ്നേഹിതന്മാരോടു ചോദിച്ചപ്പോൾ അവരും കേട്ടില്ല എന്നാണു പറഞ്ഞതു്. അതുകൊണ്ടു മേലാലെങ്കിലും അഫിഷ്യൽമെമ്പറന്മാർ മററുള്ളവർക്കു കേൾക്കത്തക്കവണ്ണം മറുപടി പറഞ്ഞാൽ കൊള്ളാം.

**MR. K. P. PADMANABHA MENON:** Sir, the Honourable Member is complaining that I have not been speaking loud enough.

**PRESIDENT:** That is quite possible.

### Motion No. 8.

**SRIMATHI T. NARAYANI AMMA** (*Nominated*): Sir, I beg to reduce the total allotment of Rs. 23,22,578 under Demand VIII by Rs. 5 to urge the desirability of reducing electric and telephone charges.

**PRESIDENT:** We will have to enhance the telephone charges if the price of the telephone materials that we are getting remains as it is.

**SRIMATHI T. NARAYANI AMMA:** My point is that if we reduce the telephone charges, the number of licensees will be greater.

**PRESIDENT:** Under normal conditions there is no doubt that there will be an increase in the demand if there is a reduction in the telephone charges. But we are at present in a very difficult intermediate stage. Probably the Honourable Members have no idea of the increase in price in respect of copper wire, electrical machinery and almost everything connected with electricity. The reason is that war is fought on the basis of telephone and electricity. Wireless telephone and electricity are the basic elements of the present day warfare. So at least till the war is over we cannot get any electric materials at a cheaper rate. So I do not think that this is the proper time for thinking of any reduction.

**SRIMATHI T. NARAYANI AMMA:** I do not then move the motion.

The motion by leave was withdrawn.

The question that Government be granted a sum of Rs. 23,22,578 under Demand VIII—Electricty and Telephone—was put to vote and carried.

The motion was carried and the grant was made.

## DEMAND IX—COMMERCIAL TRANSPORT.

**MR. E. G. SALTER:** Sir, I beg to move for a grant of Rs. 17,00,242 under Demand IX—Commercial Transport.

The following motion was not moved as it was inadmissible:—

### Motion No. I.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI:** To reduce the allotment of Rs. 1,800 for allowance to Director by Re. 1.

### Motion No. II.

**MR. K. G. GOVINDAN:** Sir, I beg to move to reduce the allotment of Rs. 3,600 for Operating Superintendent by Re. 1 to speak about the inconvenience experienced by the travelling public in transport buses.

This is a question which arouses lively and perennial discussion in this Assembly. Last year there was rather a protracted discussion on the subject and I shall open my remarks with congratulating the Director of Transport for having accepted and put into practice some of the suggestions that were made to him by the Honourable Members last year this time. I will just make mention of one. The employment of porters in the transport buses—that was a very important necessity for the convenience of the travelling public for taking the loads of the passengers up to the top of the bus and down. That was a very great necessity and now the porters are employed in the buses.

**MR. A. K. KUMARAN VAIDYAN:** സാധാരണയായി ട്രാൻസ്പോർട്ട് ബസ്സുകാർ സ്ഥലമില്ലെന്നു പറഞ്ഞാലും വഴിയിൽനിൽക്കുന്ന ആളുകളും ചാടിക്കയറുന്നില്ലയോ?

**MR. K. G. GOVINDAN:** അതിനെപ്പറ്റിയല്ല ഞാൻ ഇപ്പോൾ പറഞ്ഞതു്. അതിനെപ്പറ്റി പറയുമ്പോൾ ഈ ചോദ്യം ചോദിച്ചാൽ ഞാൻ ഉത്തരം പറയാം.

The Director deserves all the more to be congratulated because the porters are not paid by the Department. They get half a chackram or one chackram for every load from every passenger, and I am sure no passenger would grudge paying that amount.

**MR. S. CHATTANATHA KARAYALAR** (*Deputy President*): Sir, I rise to a point of order. What has the Operating Superintendent to do in this matter?

**PRESIDENT:** What is the position, Mr. Salter?

**MR. E. G. SALTER:** Sir, I may admit that duties of the Operating Superintendent are such that he controls all the staff emyloyed in the buses.

**PRESIDENT**: In that case the motion is in order.

**MR. K. G. GOVINDAN**: All the same, the inconvenience caused to the public is minimised if not practically stopped.

However much the department might deny, there is even now over-crowding in the buses. This time last year in an answer to an interpellation, the Director said that there is overcrowding because the passengers allow themselves to be overcrowded. My submission is that such an answer is not very sound. Suppose due to some great necessity and urgency a passenger says that he is willing to travel on the top of the bus, will the department allow such a course? So my submission is that the answer given by the Director then was not very satisfactory—that the overcrowding is due to the passengers' own seeking.

Then there is a small item to speak about which, perhaps, it may not be in keeping with the dignity of the House. All the same, I have to make mention of it-about the bug in the seats. Once there was a small incident. I was travelling in a transport bus. At an intermediate station an old man boarded the bus. There was a seat vacant adjacent to mine. The old man saw the seat lying vacant but he would not sit there. I drew his attention to it. But the old man would not sit. I was actually surprised and wanted to know what exactly was the reason which prompted him not to take the seat and I asked him why. The reply was "You are a young man and a charitable one. You can afford to lose some of your blood by feasting the bugs. But I cannot do it".

**PRESIDENT**: The Legal Remembrancer may probably say whether under the existing Motor Vehicles Law there is power to check over-crowding.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: There is no legal power under the present Motor Vehicles Law for checking people from over-crowding. To cure that defect there is a bill proposed which will be placed before the House in a couple of days.

**MR. K. G. GOVINDAN**: There is a regular guerilla warfare going on between the free passengers on the one side and the paying passengers on the other. By free passengers I mean the bugs. My submission is that these rattan seats should be completly done away with and in their stead cushion seats with the fibre of cocoanut husks stuffed in them be placed. That is one suggestion. I know the Department is doing something to kill all the bugs. However much the department may try the nature of the rattan seats is such that it would invite bugs even from the neighbouring province. So these rattan seats should be completely removed.

Just a word about breakdowns. I am not complaining about breakdowns. I do not say that breakdowns are not inevitable. Even with respect to costly private motor cars breakdowns are sometimes inevitable. But my complaint is that the drivers of these buses are not allowed to take with them any kind of implements or tools so that if a breakdown occurs that may be repaired by them. Suppose a breakdown occurs due to the prevention of flow of petrol through the carburettor. I understand that that defect can easily be remedied.

It could be easily remedied by blowing some air into the carburettor and for that pursose a pump and a spanner alone are necessary. Any ordinary driver would be able to do that. I know that the Director would say that if these drivers are allowed to handle the machines then the machines will be spoiled. In these small matters I think any driver would effect repairs without detriment to the machine.

Another suggestion I want to make is with respect to the time taken by the Transport bus for travel between Quilon and Trivandrum. It takes about $2\frac{3}{4}$ hours. My suggestion is that very conveniently this time could be reduced to $2\frac{1}{2}$ hours without causing any inconvenience either to the public or to the Department. On the other hand, the public would be greatly benefited if the bus travels within this $2\frac{1}{2}$ hours' time.

As regards window curtains I want to say a word. There is inconvenience caused to the public with the existing curtains when there is no rain. But the inconvenience arises when rain falls. Some measure may be adopted by the Department for minimising the inconvenience caused to the public as a result of these torn and ill-placed curtains. I would even suggest that wooden shutters may be provided instead of the cloth curtain. With these words I commend my motion for the consideration of the House.

**MR. G. VELU PILLAI :** I support the motion. It is very happy to note Sir, that the Transport Department has withstood much hostile criticism and pessimistic forebodings during the past few years. At the same time I cannot but say that the Department requires improvement in certain directions. In the first place over-loading in buses has to be avoided. Whatever the Director might say with regard to it the fact exists that there is over-loading in buses. Though the Transport Department is a money making department the convenience of the passengers must also be looked after. Especially when it is stated that the Police Department has no control in the matter of over-loading in Transport buses, this department itself must exercise care and avoid over-crowding. At present, in almost every bus we see a row of people standing in the middle. It is high time that this fifth column is not allowed to occupy the buses.

Another suggestion which I would make is that separate seats should be allotted to lady passengers. That is being done in many other countries. In our country, Sir, the middle-class and most of the upper class people travel in ordinary buses and therefore it is highly desirable that separate seats are allotted to female passengers.

As the Transport Department has already passed the infant stage and as people welcome the extension of transport lines throughout the State, it is high time that more convenience is also allowed to the travelling public.

**MR. P. NARAYANA PILLAI :** Sir, I also wish to make a few observations on the motion before the House. Even though it is stated by the Department that the convenience of the passengers is their primary

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concern, in certain essential points that is being overlooked. Firstly there are not enough buses in each line. Sometimes people have to wait for hours together for catching a bus and even if they catch it they find it very difficult to get sitting accommodation. That kind of arrangement is causing immense difficulty to the passengers. If a passenger chooses to stand in the bus for want of sitting accommodation, that again causes some difficulty. By so doing he is causing trouble to the sitting passengers. In order to obviate all these inconveniences it is better to increase the number of buses running in each line. There will be convenience to catch them at shorter intervals.

The present arrangement of seats is causing difficulties in other directions. Though a majority of the travellers may be in the buses for a few hours, even within that few hours' journey they feel completely tired. I think the seating arrangement in private buses is better than that of the Transport buses. So it is better to modify the seating arrangement also in transport buses.

MR. D. C. JOSEPH (*Nominated*): I also wish to make a few observations on this department which has come into existence a few years back. Knowingly or unknowingly the transport has coveted the uncharitable criticism of some of the Honourable members of this House. This is the first time that the State has taken upon themselves the advantage of affording convenience to the travelling public by running buses according to schedule times. Indeed a bold and profitable attempt was made by the Dewan in the teeth of opposition from interested quarters and men of malicious nature. I must say that it is a real boon for our country. I shall substantiate this point by stating one or two things. There is what is called nationalisation of transport. Whenever there is any complaint regarding the absence of buses in certain lines it could be rectified by appealing direct to the authorities concerned. This is really a beneficial popular arrangement. Further, the new arrangement of running buses under the control of Government and conducted on proper lines is a liberal policy of a progressive administration. In the long run that will go to increase the revenues of the State to a considerable extent. As time comes, the benefit of the department would be greatly appreciated by the public at large. The problem of unemployment is also solved to a great extent. This transport has brought in its waggon of usefulness the consummation of hopes for reliability, dependability, respectability and public utility in that concern. There was a time when the motor traffic was causing annoyance to the public for want of facilities and responsible control to attend to public complaints. Now there is no such thing and our interests are quite safe.

The head of the Transport Department is a well experienced, efficient, sympathetic and well-intentioned officer who has gained much by service elsewhere in positions of great importance. He is a very capable officer and is able to discharge his duties with great

enthusiasm and zeal. I am sure that under his guidance the department will grow from strength to strength which will ultimately end in good to the public at large. It is also a worthy feature to note that the buses are under the charge of efficient and respectable conductors and careful drivers. The conductors are on the whole highly qualified people who know their sense of responsibility quite correctly and they are, doing their duties in a commendably satisfactory manner. There is also a porter attached to each bus and that is a welcome factor so far as convenience of the public is concerned. There is overcrowding in buses during certain occasions, like important festival seasons but that will be stopped as the number of buses is supplemented to suit the demands for marriage and other special occasions. I hope conditions are sure to improve. The transport buses are quite comfortable and convenient for travelling purposes and the system of providing cushion seats may add to the comfort of the journey but it is expensive from a revenue point of view. The trouble on account of bugs nuisance is caused by the public themselves who act as the media of their travel to the bus and to say that rattan seats are responsible for this state of affairs cannot be taken as the correct view of things. To substitute the cushion seats will involve additional unnecessary expenditure and ordinary seats will be quite sufficient. As a matter of fact I may also say that the present system of rattan seats gives no room for discomfort.

**MR. P. KUNJUKRISHNAN:** May I know how the rattan seats are advantageous to the travelling public

**MR. D. C. JOSEPH:** It adds comfort to the person who travels in the bus.

**MR. M. R. NARAYANA PILLAI** (*Tiruvella*): Will the honourable member recommend wooden seats in the place of rattan seats?

**MR. D. C. JOSEPH:** That is preferable from the point of finance.

**MR. P. KUNJUKRISHNAN:** Is it not a fact that rattan seats will create trouble due to bugs?

**MR. D. C. JOSEPH:** There may be such kind of trouble because we are accustomed to such things in our houses. But that is purely importation by the travelling public.

**PRESIDENT:** Are not the buses cleaned every day after their journey?

**MR. E. G. SALTER:** The cleaning is done as soon as the journey is over. The same trouble recurs as soon as the journey commences. Any amount of action for getting rid of bugs does not end in fruitful results.

**PRESIDENT:** Do you actually kill bugs?

**MR. E. G. SALTER:** No, Sir.

**MR. D. C. JOSEPH**: There is also a bad habit of chewing and spitting from the buses by the travelling public without minding the disadvantages to the neighbours. I say that from personal experience as I am a constant traveller in the Trivandrum Nagercoil line. But in spite of all these troubles the conductor is calm. That kind of dirty habit has to be got rid of immediately by the travelling public which condemn the Transport Department for the imaginary idea of overloading without knowing the meaning of the term. Further, the solitary opening for entry and exit keeps off accidents. As I said the investment towards Transport has ended in many advantages and entire satisfaction both to the Government and to the public of the country. Even more investments in this line will only increase the revenue of the State and in the long run add to the economic development of the State. I must congratulate Mr. Salter for the successfull working of his department because our Transport is a credit to the State.

**MR. K. R. NARAYANAN**: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. കഴിഞ്ഞ കൊല്ലം ഡയറക്ടർ അവർകളുടെ ശ്രദ്ധയിൽ കൊണ്ടുവന്ന ആറേഴ് സംഗതികളിൽ ചിലതിനു അദ്ദേഹം വേണ്ട പരിഹാരം ഉണ്ടാക്കി. ചില കാര്യങ്ങൾക്കു ഇപ്പോഴും യാതൊരു പരിഹാരവും ഉണ്ടായിട്ടില്ല. ആവക കാര്യങ്ങളിലേക്കു അദ്ദേഹത്തിന്റെ ശ്രദ്ധ പതിപ്പിക്കുന്നതിനു വേണ്ടിയാണു ഞാനീ ഉപക്ഷേപം പിൻതാങ്ങുന്നതു്. ട്രാൻസ്പോർട്ടു ബസ്സുകളിൽ പൊടിയുടെ ശല്യംകൊണ്ടു യാത്രക്കാർക്കു വളരെ വിഷമത നേരിടുന്നുണ്ടു്. അതിനു യാതൊരു നിവാരണമാർഗ്ഗവും ഇതുവരെ കണ്ടുപിടിച്ചിട്ടില്ല. ബസ്സുകളുടെ പുറകുഭാഗത്തുകൂടി കാററിനു വെളിയിൽ പോകാൻ മാർഗ്ഗമില്ലാത്തതിനാൽ അടിവശത്തു കാണുന്ന നീണ്ടസുഷിരങ്ങളിൽകൂടി ധാരാളമായി ഉള്ളിലോട്ടു പ്രവഹിക്കുന്ന പൊടിയും ഈ കാററും കൂടിച്ചേന്നു ബസ്സിനകത്തു ഒരു ചുഴലിക്കാററു ധൂളിച്ചുഴലിക്കാററുണ്ടാകുന്നു. കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു വരുന്ന ഒരു യാത്രക്കാരൻ ഇവിടെ വന്നിറങ്ങുമ്പോൾ അയാളുടെ തലമുടിയും മുഖവും പൊടികൊണ്ടു മൂടിയിരിക്കുന്നതായി കാണാം. ദേഹത്തു വസ്ത്രം ധരിക്കാത്ത ഒരാളാണെങ്കിൽ അയാളുടെ ദേഹത്തു പൊതിഞ്ഞിരിക്കുന്നതായ പൊടിയിൽ ചേനയോ ചേമ്പോ കൃഷി ചെയ്യുവാൻകൂടി സൌകര്യമായിരിക്കത്തക്ക പൊടി പുരളലാണു നടക്കുന്നതു്.

**MR. D. C. JOSEPH**: May I know from the member whether those observations are made from experience of traval in the Transport bus?

**MR. K. R. NARAYANAN**: Certainly. ട്രാൻസ്പോർട്ട ഡിപ്പാർട്ടമെൻറ തുടങ്ങിയ കാലത്തുള്ള കർട്ടൻസ്സ് തന്നെയാണ് ഇപ്പോഴും ഉപയോഗിച്ചു കൊണ്ടിരിക്കുന്നത്. മിക്ക ബസ്സുകളിലുമുള്ള കർട്ടൻസു കീറിപ്പറിഞ്ഞതാണ്. മഴക്കാലം വന്നാൽ നനയുകയല്ലാതെ ട്രാൻസ്പോർട്ട ബസ്സിൽ വേറെ യാതൊരു രക്ഷയുമില്ല. വേനൽക്കാലത്തു പൊടിയുടെ ശല്ല്യം! മഴക്കാലത്തു മഴയുടെ ശല്ല്യം! ഈ രണ്ടുതരം ശല്ല്യങ്ങൾക്കും വേണ്ട പരിഹാരം ഉടൻ ഉണ്ടാക്കേണ്ടതാണ്. ട്രെയിനിലെ ജന്നലുകൾപോലെ പൊക്കാവുന്നതും, താഴ്ത്താവുന്നതുമായ മരജന്നലുകൾ ഏററവും ഘനംകുറഞ്ഞ രീതിയിലും തോതിലും എല്ലാ ബസ്സുകളിലും ഉണ്ടാക്കുന്നത് മഴനനയാതിരിക്കുന്നതിന് വളരെ ഉപകരിക്കും. അടുത്തതായി എനിക്കു പറയുവാനുള്ളത് മൂട്ടയുടെ ഉപദ്രവത്തെ പററിയാണ്. ഡിപ്പാർട്ടമെൻറ മേലധ്യക്ഷൻ മൂട്ടകളെ നശിപ്പിക്കാൻ വലിയ വിഷമമുള്ള ഒരു സംഗതിയാണെന്ന് അല്പം മുമ്പു പറഞ്ഞു. ഇത് ഒരു ചൈനാ-ജപ്പാൻ യുദ്ധംപോലെ അനവസാനമെന്നോ അദ്ദേഹം പറയുന്നത്? ൧൦൦-ം, ൧൨൦-ം മൈൽ തുടർച്ചയായി യാത്രചെയ്യുന്ന ഒരു യാത്രക്കാരൻെറ രക്തവും മൂട്ടയുടെ ആരോഗ്യവും തമ്മിൽ ഉണ്ടാകുന്ന "നർമ്മസല്ലാപം" അതിഭയങ്കരവും ഏററവും അപകടകരവുമാണ്.

**MR. D. C. JOSEPH**: May I know from the Member whether the Transport Department only was responsible for this?

**MR. K. R. NARAYANAN**: ൻ്റെ ശതമാനത്തിനും ഡിപ്പാർട്ടമെൻറുകാർതന്നെയാണു ഉത്തരവാദികൾ.

**MR. D. C. JOSEPH**: Was there any such difficulty experienced before the introduction of the Transport system?

**MR. K. R. NARAYANAN**: ഉണ്ടായിരിക്കാം. രണ്ടു തെററു കൂട്ടുന്നതു ഒരു ശരിയാവുകയല്ലല്ലോ. പ്രൈവററ വ്യക്തി നടത്തിയ ബസ്സുകളിൽ കാണുന്ന ദോഷങ്ങൾ ഗവമ്മെൻറു നടത്തുന്ന ബസ്സുകളിലും കാണണമെന്നു മി. ജോസഫിനു നിർബന്ധമില്ലെങ്കിൽ, ദോഷങ്ങൾ ശമിപ്പിക്കുവാൻ, കുററങ്ങൾ കുറയ്ക്കുവാൻ, കൂടുതൽ സൗകര്യം പ്രൈവററ വ്യക്തികളെക്കാൾ ഗവണ്മെൻറിനുതന്നെയാണുള്ളതെന്ന് നിഷ്പ്രയാസം മനസ്സിലാക്കാവുന്നതാണ്.

ഇനിയും എനിക്കു പറയാനുള്ളത് ബസ്സുകളിലെ ഓവർലോഡിനെപ്പററിയാണ്. ഞാൻ കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു പലപ്പോഴും സഞ്ചരിച്ചിട്ടുണ്ട്. ഇപ്പോഴത്തെ ഒരു സീററിൽ രണ്ടുപേർക്കു ഇരിക്കാം. അതിൽ കൂടുതൽ സാധാരണ ഇരിക്കാറില്ല. ബസ്സുകളിൽ

[Mr. K. R. Narayanan.]

ഒരു ഇരുമ്പുവടി നെടുനീളെ ഘടിപ്പിച്ചിരിക്കുന്നു. സ്റ്റാൻഡിംഗ്സീററിലെ യാത്രക്കാരൻ നിലംപതിക്കാതിരിക്കുന്നതിനുള്ള ആശ്രയം ഈ കമ്പിയാണ്. യാത്രക്കാർ ഈ കമ്പിയിൽതൂങ്ങി കയററത്തിലും ഇറക്കത്തിലും ചാഞ്ഞുചരിഞ്ഞും കാററടിച്ചിളകുന്ന മരക്കൊമ്പിൽ തൂങ്ങിക്കിടക്കുന്ന വാവല്വകൾപോലെ പോകുന്ന കാഴ്ച കുറച്ചധികം ഭയനീയമാണ്. ഈ സ്റ്റാൻഡിംഗ് സീററിൽ പിടിച്ചുകൊണ്ടു നിൽക്കുന്ന ആളുകൾ ഇരിക്കുന്നവക്കു വളരെ ഉപദ്രവങ്ങളും വിഷമങ്ങളും ചിലപ്പോൾ ഉണ്ടാക്കുന്നുണ്ട്. നിൽക്കുന്നവരുടെ കൈകൾ ഇരുമ്പു കമ്പിയിൽനിന്നും ഒന്നു വിട്ടുപോയാൽ അവർ മററുള്ളവരുടെ ദേഹത്തുചെന്നു വീഴുമെന്നുള്ള കാര്യം മൂന്നുതരം.

MR. P. S. MUHAMED (*Quilon cum Kottarakara*) : കൈ വിട്ടില്ലെങ്കിൽ തന്നെയും ഇരിക്കുന്നവരുടെ ദേഹത്തു നിൽക്കുന്നവരുടെ മുട്ടുകളും മററും കൊണ്ടു ഉപദ്രവം ഉണ്ടാകയില്ലയോ?

MR. K. R. NARAYANAN : നിശ്ചയമായും ഉണ്ടാകും. ഈ സ്ഥിതിക്കു ഈ സ്റ്റാൻഡിംഗ് അറേഞ്ചുമെൻറു മാററുന്നതു നന്നായിരിക്കും. ഒരു ഇൻറർപലേഷനുത്തരമായി, ട്രാൻസ്പോർട്ടു ബസ്സുകളിൽ ഓവർലോഡില്ലെന്നും ആളുകളെ കയററുന്നതു ബസ്സിൻെറ കപ്പാസിററി അനുസരിച്ചാണെന്നും ഉത്തരം പറയുകയുണ്ടായി. ഇതാണു ഓവർലോഡിൻെറ നിർവചനമെങ്കിൽ ഓവർലോഡ് എന്നൊരുവക ഈ ഭൂമുഖത്തു ഒരിടത്തും ഉണ്ടാവുകയില്ല.

MR. P. KUNJUKRISHNAN : യാത്രക്കാക്കു അസൌകര്യം ഉണ്ടാകത്തക്കവണ്ണം ബസ്സുകളിൽ ആളുകളെ കൂടുതൽ കയററുന്നതു ഓവർലോഡല്ലേ?

MR. K. R. NARAYANAN : അതിൻെറ പേരാണു ഓവർലോഡെന്നു സാധാരണ അറിയുന്നതും പറയുന്നതും. ഇപ്പോൾ മി. സാൾട്ടർ ഓവർലോഡിനു ഒരു പുതിയ വ്യാഖ്യാനം പറഞ്ഞിരിക്കുന്നതു അത്ഭുതമായിരിക്കുന്നു. അടുത്തതായി എനിക്കു പറയാനുള്ളതു വെയിററിംഗ് ഷെഡിനെ കുറിച്ചാണ്. കോട്ടയം ഒരു പ്രധാനപ്പെട്ട സെൻററാണ്. അവിടെ ഒരു വെയിററിംഗ് ഷെഡ് ശരിയായ വിധത്തിൽ പണിയിക്കാൻ സാധിച്ചിട്ടില്ലെന്നുള്ളതു് ഏററവും ദയനീയകരമായ ഒരു സംഗതിയാണ്. കോട്ടയത്തു ഒരു വെയിററിംഗ് ഷെഡിൻെറ ആവശ്യകതയെപ്പററി ഡിപ്പാർട്ടുമെൻറു അദ്ധ്യക്ഷനെ അറിയിക്കുകയും അദ്ദേഹം

അതു ചെയ്തുതരാമെന്നു വാഗ്ദാനം ചെയ്കയും ചെയ്തിട്ടുണ്ട്. ഇപ്പോൾ ഡിപ്പാർട്ടുമെൻറദ്ധ്യക്ഷൻ പറയുമായിരിക്കും അവിടെ വെയിററിംഗ് ഷെഡ്ഡ് ഉണ്ടെന്ന്. അത് മുയലിൻെറയും എലിയുടേയും പ്രവേശനദ്വാരം പോലെയുള്ള ചെറിയ ഒരു ഷെഡ്ഡാണ്. ആ ഷെഡ്ഡിൻെറ മൂന്നുവശവും കല്ലുകെട്ടി അടച്ചിരിക്കുന്നു. ഒരുവശം തുറന്നുകിടക്കുന്നു. ഇതു ഒരു സാധാരണ കാപ്പിക്കടയുടെ സൗകര്യംപോലുമുള്ളതല്ല. ഇതു തന്നെ സ്ത്രീകളുടെ ഉപയോഗത്തിനിട്ടിരിക്കുകയാണ്. ഒരുമാതിരി സൗകര്യവും, ആവശ്യമുള്ള സജ്ജീകരണങ്ങളും ഉള്ള ഒരു വെയിററിംഗ് ഷെഡ്ഡു കെട്ടണമെന്നു ഞാൻ ഡിപ്പാർട്ടുമെൻറദ്ധ്യക്ഷനോട് അപേക്ഷിച്ചുകൊള്ളുന്നു. കുറേ മാസങ്ങൾക്കു മുൻപു ട്രാൻസ്പോർട്ടു ബസ്സ്കളിൽ ഇന്നയിന്ന രോഗികളെ കയററാൻ പാടില്ലാ എന്നൊരു നോട്ടീസു പതിച്ചിട്ടുണ്ടായിരുന്നു. എന്നാൽ ഇപ്പോൾ അതു കാണുന്നില്ല. കഴിഞ്ഞ കുറെ ദിവസങ്ങൾക്കു മുൻപ് ഞാൻ കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു വരുമ്പോൾ ഒരു മഹാരോഗം പിടിപെട്ടയാളിനെ ആ ബസ്സിൽ കയററിയതായികണ്ടു. എൻെറകൂടെ ഉണ്ടായിരുന്നവർ വിഷമിച്ചു. ഇങ്ങനെ പകർച്ചവ്യാധിയുള്ളവരെ ബസ്സുകളിൽ കയററുവാൻ പാടില്ലെന്ന് ചട്ടമുണ്ടായിരുന്നിട്ടും ഇപ്രകാരം പ്രവൃത്തിച്ചതു എന്തുകൊണ്ടാണെന്ന് അറിയുന്നില്ല. ഒരുവാക്കുകൂടി. ബസ്സിൽ കയറുന്നതിനും ഇറങ്ങുന്നതിനുമായി ഒരു വഴിയേ ഉള്ളു. ബസ്സിൻെറ പുറകിലത്തെ സീററിൽ ഇരിക്കുന്ന ആളിനു ഇറങ്ങേണ്ടിവരുന്ന സന്ദർഭത്തിൽ മുൻസീററുകളിൽ ഇരിക്കുന്ന ആളുകൾക്കു അസൌകര്യങ്ങൾ നേരിടുന്നു. സ്ത്രീകളെ സംബന്ധിച്ചടത്തോളം അത് ഒരു പ്രത്യേക അസൌകര്യമായിത്തന്നെ ഇരിക്കുന്നു. പുറകിൽ അടയ്ക്കുകയും തുറക്കുകയും ചെയ്യാവുന്ന ഒരു കതകു വച്ചാൽ ഈ ദോഷം പരിഹരിക്കാം. ഡിപ്പാർട്ടുമെൻറദ്ധ്യക്ഷൻ മേൽപറഞ്ഞ ന്യൂനതകളെ കഴിയുന്ന വേഗത്തിൽ പരിഹരിക്കണമെന്നുള്ള അപേക്ഷയോടുകൂടി ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

**MR. K. NARAYANAPERUMAL NADAR :** Sir, I support the motion. In doing so I have to bring to the attention of this House certain defects in the working of this department. Much inconvenience is caused to the travelling public by the breakdown of buses frequently. It has become almost a daily occurrence. Before the Trivandrum-Cape road was concreted it was said that the breakdown was due to two causes, firstly that the buses are very heavy and secondly the M. S. road was full of ruts. Even after the road was concreted we find that breakdown of buses occur very often. Because of these breakdowns the

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passengers have to wait for three or four or even six hours before they could get a bus.

**MR. D. C. JOSEPH:** May I know from the honourable member whether such breakdowns occur even now?

**MR. K. NARAYANAPERUMAL NADAR:** Even at the very beginning the breakdown of buses was almost a daily occurrence in this line.

**MR. D. C. JOSEPH:** Is there not a decrease in breakdowns after the completion of the dustless road?

**MR. K. NARAYANAPERUMAL NADAR:** I say again, Sir, that there are still breakdowns. The breakdown of buses is like the heart-failure of a man (laughter). That is, we cannot attribute reasons for it. Similarly these Transport buses suddenly stop. That is the breakdown of buses. Now one honourable member has said that travelling in the Transport buses is very comfortable. If it is so, I must assure the House that the Honourable Member Mr. D. C. Joseph has not travelled in a Transport bus. If he has travelled he would have had the experience of the breakdown of a bus and waited on the road for three or four hours. Perhaps he is travelling in a pleasure car.

**MR. M. SIVATANU PILLAI:** Is it not because Mr. Narayanaperumal Nadar is in the bus that it invariably breaks down?

**MR. K. NARAYANAPERUMAL NADAR:** Sir, I need not answer the question.

With these words I support the motion.

**MR. P. KUNJUKRISHNAN:** Sir, in this connection I would point out the inconvenience caused to the travelling public at Chathanoor on account of the scarcity of accommodation in the buses. Now, Sir, Chathanoor is on the main line from Trivandrum to Quilon. Sir, the population of Chathanoor and Adichanallur the two pakuthies which supply passengers at this spot is over 50,000. Chathanoor is a very important place having one Vernacular High School, one English High School and a number of English and Vernacular Middle Schools, and also a Sub Registrar's Office. It is also an industrial Centre particularly well known for its weaving industry. In view of the importance of the locality a parcel office has been opened recently in Chathanoor. Before the line was taken up by the Department four buses used to ply between Chathanoor and Quilon and all these four buses had enough passengers. Now the traffic between Chathanoor and Quilon is very heavy. I have my own experience in the matter. What I find is that when the Trivandrum bus arrives at Chathanoor it is not in a position to give accommodation for the passengers there to any appreciable extent.

Now, Sir, the net result is that the buses which come from Trivandrum take as many passengers as possible from those who are waiting there. What we find as a result of this, is heavy over-crowding in the

buses between Chathanoor and Quilon. Not only that, these buses are not in a position to provide enough accommodation for all these passengers. So much so, passengers have to wait there for hours together and very often to find themselves disappointed. Sometimes they wait there from 7 in the morning to 2 O' clock in the evening to get a bus. Now the matter had once engaged the attention of the Department and I am glad to say that the Department provided a shuttle service between Chathanoor and Quilon. But I am informed now that it has been stopped on account of the fact that the passengers used to board the through service buses instead of getting into the shuttle service. When I asked the Director of Transport about this I was informed that the passengers instead of getting into the shuttle service used to board the through service buses so much so the shuttle service had to be run very often without passengers. I appreciate the difficulty of the Department in the matter. Now, Sir, I met the District Inspector of Transport at Quilon and asked about this. He also expressed the same difficulty.

I would suggest two or three remedies for solving the accommodation problem. If the Department renews the shuttle service and makes it a point that passengers from Chathanur are not taken in through service buses till 10 A. M. that will ease the problem. Usually there is heavy traffic on Chathanur-Quilon line between 7 A. M. and 10 A. M. as people from Chathanur have to go to Quilon for court purposes, hospital purposes etc.

**MR. E. G. SALTER**: What will be the advantage of not carrying passengers between the hours indicated by the honourable member on that line?

**MR. P. KUNJUKRISHNAN**: In the through service that runs from Trivandrum to Quilon, it is not possible at present to give proper accomodation to passengers till 10 A. M. due to heavy traffic.

Hence, there is necessity for starting a shuttle service. And when shuttle service is started even if there be space in the through service buses running at that hour; if we do not take in passengers from Chathannur in through service buses, passengers at Chathannur will have to depend on shuttle service alone. That means shuttle service will work successfully.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: Why should the Transport buses go without taking the passengers? Why should the buses be allowed to go empty from that particular point?

**MR. P. KUNJUKRISHNAN**: Not empty. They will have sufficient number of passengers. I shall refer to another and a more satisfactory solution of the question. I do not for a moment suggest that it is a conclusive solution. The second point that has been suggested is the fixing of additional charge of one chackram for the passengers who want to board the through service buses from Chathanur at 10 A. M. That method can go a great way in solving the problem. A more

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satisfactory suggestion would be to start a special bus from Chathannur to Quilon between 8 A. M. and 9 A. M. because the heaviest traffic is between 8 and 9 A. M. This is sure to ease the situation.

**MR. E. G. SALTER**: May I ask, what is to be done with the bus for the rest of the day?

**MR. P. KUNJUKRISHNAN**: That bus can be utilised for running from Quilon to Trivandrum for the rest of the day or it may be taken over to some other line as the Director thinks best. So, all that I wish to point out is that if a bus of the bigger size is to ply between Chathannur and Quilon between 8 and 9 A. M, there will be enough passengers for it and the question can be satisfactorily solved. Such of the passengers that remain there can be taken in the through service buses that come from Trivandrum. Similarly, a bus service in the evening between 5 and 6 P. M. from Quilon to Chathannur will be a convenient arrangement, because after the hours of work in offices etc., it will be possible for the travelling public to reach home without great difficulty. The question therefore resolves into this, namely, a shuttle service plying both in the morning and in the evening as suggested by me. I would submit in this connection that the Transport Department is a public utility service mainly intended for the convenience of the public, and therefore it is convenience to the public that is to be attended to first and foremost. It has been suggested that the Transport Department should bring in added revenues to the State exchequer. I differ from that view. I submit that one should not be always anxious to see that a large revenue is derived from the Transport Scheme. Even if we are able to get more income, that should be utilised in the direction of affording additional convenience to the travelling public and also for reducing the rate of fares as much as possible.

I would submit we are not going to lose much if a shuttle service is started on the Chathanur-Quilon line and I would earnestly request the Government and the Department to attend to this very necessary and urgent need of the people.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: May I know whether the member wants the shuttle service for only one trip alone in both directions?

**MR. P. KUNJUKRISHNAN**: Yes.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: May I know the number of persons available there to be carried in one trip?

**MR. P. KUNJUKRISHNAN** It will be between 30 and 40 people.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: So, am I to take it that for 30 passengers, a bus must be set apart?

**MR. P. KUNJUKRISHNAN**: My point is not exactly that. By so doing the heavy traffic on that line between 8 and 9 A. M. could be eased to a very great extent.

**PRESIDENT**: That is to say, you are thinking of what may be called a supplementary service to ease the situation

**MR. P. KUNJUKRISHNAN**: Yes Sir. The remaining buses which come from Trivandrum to Quilon after 9 A. M. and before 8 P. M. will be in a position to give accommodation for the remaining number of passengers.

In conclusion, I would submit that I am at one with all that has been said for affording convenience to the travelling public by way of minimising over-crowding, by providing comfortable seating arrangements and so forth. I would also point out that rattan seats are to be improved because there is bug trouble to a large extent. With these words I support the motion before the House,

**MR. M. SIVATANU PILLAI**: Sir, because I am not at all in agreement with the observations made on the floor of the House, I propose to make a few suggestions for adoption in certain directions. I may suggest to Mr. Salter what all things he should not do. He should not carry out the idea of opening the back of the body of the bus. It should never be opened. I noticed this kind of opinion from several members. The back portion of passenger buses should always remain closed as is now the case. In Madras and other places, the present type of body is adopted in all the buses, which give perfect comfort and convenience.

**MR. E. P. VARGHESE** (*Ambalapuzha* cum *Shertala*): Are not bus bodies in Bombay and Madras of that type? Could not a door at least be provided at the back side ?

**MR. M. SIVATANU PILLAI**: No, not even a door is to be provided there, because the enormous dust coming from behind will settle on the inside portion the moment a bus slows down to stop. There should not be even holes at the back of the body of the bus for the air to escape as no air will escape that way. In Madras, conditions are not different. The bodies of buses there, are of a similiar type and there is no discomfort or inconvenience on account of the shape of body.

In regard to seating arrangements, my experience is that in a gallery-type of body, providing seating arrangements one bench behind the other should never be adopted. By so doing, there is every risk of the passengers being shot out and consequently accidents occur. However much there is a cross bar for passengers on the right side of the bus to prevent them from getting in or getting out that way passengers do get into the bus by that way. It has always become a habit for passengers to get into the bus through the wrong side and get out of it in the same manner. That way of getting into and out of the bus can be prevented if the existing type of arrangement is preserved in the Transport buses. There must always be one passage for people to enter the bus and go out. The present seating accommodation in the Transport bus is the most comfortable one for the passengers and there is also in the middle a corrider running inside the bus for passengers to walk to find out their places in it. This system of seating should not be disturbed for any reason whatever.

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As regards the provision of rattan seats what I beg to submit is this. According to me, the costly cushion seats or upholstered seats as provided here in the Assembly Hall are most uncomfortable, especially during hot weather. It has been suggested that rattan seats may be substituted in our seats instead of upholstery so as to afford plenty of air from underneath to avoid feeling of heat. The present rattan seating arrangements in the buses need no modification. It is more comfortable to the passengers than it would be in the case of cushion seats or plank seats. There is a complaint about bugs in the rattan seats. Frequently pumping very hot water into these rattan seats will cure the bug trouble as we do it in our house-hold furniture.

A reference was made here to the effect that there is delay for passengers on the route to get into the service buses. It is true that the interval between two buses is rather longer than what it was before. Sometimes passengers may have to wait for a long time in the intermediate stations to board the buses. Sometimes passengers get into buses and stand in them when all the seats are occupied. I have seen such cases in the buses plying between Trivandrum and Nagercoil or Trivandrum and Kottayam. The main consideration could not be whether they get comfort but whether they feel satisfied with standing accommodation. It is not the discomfort that is taken into consideration but a desire to reach the destination as early as possible. A passenger may avoid entering a bus which is overcrowded and consequently may have to wait for the next bus. In such cases delay is unavoidable. But to say that additional buses will obviate the two difficulties *i. e.* over-crowding and delay is to ignore altogether the financial effect of it. Even additional buses will not sometimes solve these complaints. Hence I say that the solution must depend upon a happy reconciliation of these aspects. In other words, the number of buses to be put in a line and the frequency of service should depend entirely on the amout of traffic in that line. This alone shall be the main consideration.

The House rose for lunch at 1 P. M. and re-assembled at 2 P. M.

The following member took the oath and signed the rolls :

**MR. C. KUMARA DAS** (*Director of Industries*) :

**MR. M. SIVATANU PILLAI** : I was at the question whether in order to avoid over-crowding or overloading in buses and to avoid the considerable delay in the matter of passengers in intermediate stations, more vehicles could not be put in for service in such lines. In the first place, I am one who believes that over-crowding is not a common feature ; and not a matter of daily occurrence. Only on occasions at particular times a day either when the school commences its work and closes or at the commencement of office hours and sometimes at the closing hours of office, there is some overcrowding. There is bound to be a rush of passengers during those hours.

**MR. P. S. MUHEMED:** ബസ്സിൽ ഇരിക്കാൻ സ്ഥലം കിട്ടിയില്ലെങ്കിലും തരക്കേടില്ല. എങ്ങിനെയെങ്കിലും ബസ്സിൽ കയറിപ്പോയാൽ മതി എന്നുള്ള വിചാരത്തിൽ യാത്രക്കാർ കയറാറില്ലേ?

**MR. M. SIVATANU PILLAI:** I have seen that in intermediate stations where passengers are in urgent need of reaching their destination, without the least hesitaticn they ask the conductors to take them also on the implied understanding that they may be given at leat standing accommodation. They are satisfied with that arrangement. It will be only for a short distance. At the next intermediate station, some vacancy may arise for these persons to find seats and sit.

**MR. KAINIKKARA M. PADMANABHA PILLAI:** In that case is the convenience of passengers already in the bus consulted?

**MR. M. SIVATANU PILLAI:** It is not necessary. There is the fact that there is additional accommodation by way of standing with the hope that seats may be procured at the next intermediate stations or whenever it becomes available. The point I want to emphasise is that only those passengers who are prepared for standing and those who volunteer to do so are given accommodation with the hope of finding a seat at the next intermediate stations. If the intermediate station passengers feel that they could suffer the discomfort of standing at their own free will, is it open to the conductor of the bus to disregard their desire to board it. I understand that such features are very common. But this happens only on certain hours in the day. If that be so, by virtue of that reason alone it is not justifiable to put in more buses just for the purpose of accommodating some half a dozen passengers on such occasions. What I strongly feel on the point is this. If more than one vehicle is to be put in for the convenience of passengers who wait in the intervening stations two things are to be considered. First and foremost ought to be and shall be the consideration of finance which in turn depends upon the volume of traffic. In view particularly of the fact that there has been a great deal of complaint against the department that it is not run on proper lines fetching the expected revenue, the representatives in this House are more concerned with the financial result of the working of the Department than the comfort of the passengers. The primary consideration is whether the addition of vehicles to the number running on the line will not considerably affect its financial results. It is also to be noted whether this added number will increase the revenue and will not cause loss. I would rather advocate not only the financial aspect of the matter must be taken into consideration, but also the comfort of the passengers as well. A happy combination of these two questions shall be the criterion in determining whether an additional vehicle is necessary or not. As regards the inconvenience of lady passengers in the matter of getting a bus which has been adverted to I fully understand the position. For instance, there will be discomfort caused to the lady

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passengers when a bus is fully occupied. In the town buses, the people are found to be chivalrous enough that whenever the lady passengers want accommodation or feel inconvenience, men make way for them and passengers give them accommodation and thus suffer themselves inconvenience, if there is any. These things being trifling ought not to be the ground for putting an additional vehicle.

**MR. P. KUNJUKRISHNAN**: May I know whether the member is advocating overcrowding in buses?

**MR. M. SIVATANU PILLAI**. No Sir. If at all there is overcrowding it is on occasions alone. For that there is no necessity to put an additional vehicle and it is no justification for it.

**MR. P. KUNJUKRISHNAN**: May I know whether there was any overcrowding in buses before the institution of the Transport Department?

**MR. M. SIVATANU PILLAI**: There was and why it should not have been. It all depends on whether there is overcrowding beyond the capacity of the vehicle concerned. Ordinarily there is want of room for comfortably accommodating the passengers. That is understood as overcrowding. I do not take it as over loading. It is insufficiency of accommodation that is associated with the idea of over-crowding. I understand that the seating capacity of a bus is more or less determined in consonance with the capacity of the vehicle to take the load. The capacity of a passenger bus may on an average be calculated as 2 or 2½ tons or so and such a bus may be able to carry the weight of about 23 passengers and accordingly the arrangement of seats is made available in that bus. Overloading beyond the capacity of the vehicle to take the load is always dangerous and I will be the last man to countenance it.

**MR PULIYOOR T. P. VELAYUDHAN PILLAI**: Is there not a time limit for speaking on cut motions?

**PRESIDENT**: Mr. Sivatanu Pillai will conclude in two minutes.

**MR. M. SIVATANU PILLAI**: What I want to submit is that overloading is entirely different from overcrowding. Overcrowding is not at all dangerous whereas overloading is and no responsible officer at the helm of affairs will tolerate it. There is overcrowding on certain occasions. So, for a case to be made out for putting additional vehicles in a particular route, two things namely the financial result of the venture side by side with comfort of the passengers have to be considered and not stray instances of overcrowding alone. As I said it all depends and should depend upon the amount of traffic available in that route.

**SRIMATHI T. NARAYANI AMMA**: Sir, I beg to support the motion and in doing so I shall refer to the inconvenience experienced by women passengers. I believe that during the first few months after the inauguration of the Transport Scheme, separate seats were provided to women passengers; but now I find that that arrangement has been

modified. The present arrangement is to accommodate women passengers in any bench that is found convenient at the time. Sir, I do not deny the fact that some consideration is shown to them by accommodating all the women passengers as near as possible. But the whole arrangement seems to be left to the discretion of the conductors. Whatever it be, the present arrangement for accommodating women passengers is far from satisfactory. Sir, on account of the absence of seating arrangement for women, they find it extremely difficult especially during times when buses are overcrowded to find their way to any vacant seats that are shown by the conductors. I know as a matter of fact that respectable women do not like to travel in buses on account of the absence of seating arrangements. I suggest that at least one bench may be reserved for them and let it go vacant even if there are no women passengers. If this arrangement also is made known to the public there will be no occasion for that being left vacant and consequently there will be a steady increase in the number of women passengers in all the buses. It is to urge this reform in the otherwise well devised and well conducted Transport Department that I support the motion.

**MR. K. KUNJU PANICKAR**: Sir, I move that the motion be now put.

The motion was put and carried.

**PRESIDENT**: Though the motion is carried, there is one point about this matter. Under the rules, the question has to be put immediately giving proper provision for answers to enable the matters to be disposed of completely. There is no good having all this discussion without absolutely no answer. I am therefore of opinion that I shall call upon Mr. Salter to reply.

**MR. E. G. SALTER**: Sir, first of all I would like to take this opportunity of thanking the honourable members for the very constructive nature of their criticisms and assure them that the Department is always glad to receive them. Some of their suggestions have been carried out and they have proved useful to the travelling public.

A suggestion was made that drivers may be provided with tools to attend to minor repairs to buses on the way. There is no doubt that most of the drivers of the Department are experienced drivers, but their knowledge of minor repairs is very poor and it may not be safe to entrust them with this work. In the event of the breakdown of a bus, every provision is made for the transfer of passengers to another bus and for repairing the bus that broke down so as to enable it to resume service. In the Quilon-Shencotta route, however, owing to the long interval between services and the distance from the nearest garage, some of the experienced drivers are permitted to carry tools to attend to minor repairs, as otherwise the passengers might be put to much inconvenience by having to wait for a long time for the next bus. The honourable member Mr. Narayanaperumal Nadar was commenting on the breakdown of buses in the Nagercoil line and stated that it is happening almost every day. I do admit that it happens sometimes,

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although not as frequently as the honourable member states, but I may say that even if one breakdown happened every day it cannot be considered as something serious as the daily mileage on the line is over 3000 miles. I am not arguing in favour of breakdowns; I recognise that they cause inconvenience to passengers and every endeavour will be made to overcome these.

Another honourable member wanted to reduce the running time from Trivandrum to Quilon to two and a half hours. Generally 16 miles an hour is the "end-to-end" speed allocated to time-tables and experience has indicated that it would be inadvisable to increase that speed. Under the present condition of the road I am rather reluctant to reduce the running time between Trivandrum and Quilon.

I very much regret that the Department had not been able to overcome the difficulties in regard to window curtains. The trouble is due to the difficulty in obtaining adequate supplies of good waterproof cloth. There is no possibility of getting such kind of cloth in the immediate future.

As for the reservation of separate seats for ladies, it is an exceedingly difficult matter. Originally, first class seats were provided, but that proved a failure. Such seats were left vacant whilst passengers were standing. Because of the enhanced rates of charge for such seats, scarcely any passenger ever occupied them. But conductors have been instructed to do their utmost to see that the ladies are comfortably accommodated in the buses. I appreciate the public of Travancore for their ready co-operation in this respect. But if, as one of the lady members suggested, we are to reserve one bench for ladies, the same problem will arise when the number of ladies exceeds the number that can be accommodated in it. Further, if a recalcitrant male passenger were to insist on sitting on the reserved seat, who would have the pleasure of ejecting such a person? These are some of the practical difficulties for providing separate accommodation for ladies. It is hoped that with the co-operation of the male passengers, the conductors will be able to see that the lady passengers are comfortably accommodated.

In regard to waiting sheds, we are designing a standard type of shed and the Department proposes shortly to call for tenders for the manufacture of these sheds in large numbers. As soon as they are ready they will be installed at all important points.

I purposely left the question of overcrowding and hoped that I could perhaps devote a little time over it. Overloading or overcrowding, whatever you may call it, I admit still exists. Time-tables have been introduced on the various routes in accordance with the predetermined traffic demand. Our average receipt per mile is 8 cash and calculated on the basic fare of 8 cash per mile, it will be seen that the buses carry on an average 16 passengers per trip. I am suggesting that it is not the insufficiency of buses that causes overload. Unfortunately the public of Travancore have not yet realised the advantages of a bus service operating on a regular headway. They are rather apt to consider a bus service in the nature of a train service. For instance my

attention was drawn to the overcrowding of a bus scheduled to leave Trivandrum at 7.20 A.M. to Kottayam every day. I ordered that an additional bus should be run, but whilst the scheduled bus was still overcrowded, the duplicate bus ran empty. Again take the case of the Kottayam-Quilon service. Between Kottayam and Kottarakara, these buses are half empty, whilst the buses bound for Trivandrum are crowded between these places. Passengers flock into the first bus they see without having the patience to wait for the next one which may arrive within twenty or thirty minutes. Running of supplementary buses does not effectively solve the problem of overcrowding on the intermediate stations on the routes. I think such a situation arises owing to the lack of appreciation of the queue system on the part of the passengers.

One honourable member suggested that the reduction of fare should be attempted, because of the present alleged high rates. I do not know whether the honourable member is aware of the fact that fares in operation here are the lowest obtainable in any part of India. If and when the Department is in the fortunate position of running entirely on indigenous fuels, I will be the first to recommend a reduction of fares which will result in an increase in the number of passengers to the further development and benefit of the Department.

**MR. K. G. GOVINDAN**: May I know what is the view of the member with regard to the accommodation of the standing passengers in the Transport Service.

**MR. E. G. SALTER**: The conductor has no power to eject any passenger who desires to stand in a bus. As an example, the Trivandrum District Inspector telephoned to me the other day that forty-two passengers had crowded into a bus about to depart for Nagercoil. All those people entered the bus and refused to get down in spite of requests. The conductor could not do anything in the matter.

**MR. K. G. GOVINDAN**: Is there any standing accommodation provision in any part of India where buses run?

**MR. E. G. SALTER**: Yes, there is provision in Bombay and Hyderabad.

**MR. P. KUNJUKRISHNAN**: May I know how the member proposes to meet the situation arising from the refusal of standing members to get out of the bus?

**MR. E. G. SALTER**: Legislation is the only remedy. The Motor Vehicles Bill is coming up shortly for debate.

The motion was by leave withdrawn.

**Motion No. 4.**

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: Sir I move

To reduce the allotment of Rs. 3,000 for travelling allowance by Re. 1.

My object is to bring home to the attention of Government as well as to the Director of the State Transport certain defects in the transport service, that appear to exist in the working of the department and which ought to be cured at the earliest possible opportunity

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both in the interest of making the department a profitable concern and increasing the facilities and convenience to the general travelling public. Before actually going into the subject matter of the cut motion, I should like to clarify my position so that it may not give room for any misunderstanding. Sir, I have had opportunities of becoming convinced of the Director's capacity and efficiency and above all his very careful attention even in minute matters. Of course, I am also aware that he has been doing his best for the better and more satisfactory administration of the department. Judging from the results of the working of the department during the current year I cannot endorse the view that every thing is going on alright in the department. Let us consider what is this due to. In the first place, I wish to point out that no profit worth the name is earned by the department and on the other hand I am inclined to doubt whether the department is not working at a loss.

It is really working at a loss. Sir, a reference to page 49 of the Preliminary Budget for the next year will show that the net receipts from the department according to the revised estimates for the current year is Rs. 63,400. Let us see whether this really represents the true state of affairs. In the first place we do not find any amount deducted towards the toll that had to be reduced on account of the operation of the transport service on the several routes. I carefully perused all the items detailed under the heading 'Working Expenses' and I am at a loss to see any such item entered under that head. Sir, I think the loss on this account will be more than the net receipts of Rs. 63,400 for the current year.

**MR. E. G. SALTER**: May I draw the attention of the member to page 52 of the Budget—Tolls Rs. 1,13,500?

**PRESIDENT**: There has been a change in the accounting procedure which I think the Financial Secretary will explain. The loss regarding toll and interest come under different headings now and that is the reason why there has been a lacuna in that particular page which the honourable member referred to.

**MR. R. RAMA VARIER**: Interest on these items has been shown separately.

**PRESIDENT**: Will the honourable member give the number of the page and also the manner in which interest and loss on account of tolls is shown? You will find it under Commercial Service.

**MR. R. RAMA VARIER**: On page 52 under Working Expenses we have made a provision of Rs. 1,25,000. Again on page 3 you will see an item of Rs. 3,89,800 under the head Interest on debt and other obligations, and Rs. 8,25,300 under interest on capital outlay on commercial schemes.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: May I know the amount of interest on the Transport Department?

**MR. E. G. SALTER**: It is 4 per cent on the outlay.

**PRESIDENT:** As a matter of fact honourable members will find that on page 53 all the Commercial Departments have been clubbed together. The question is out of that amount how much represents the Transport Department and how much other Departments.

**MR. R. RAMA VARIER:** Sir, page 92 may be referred to. For 1117—State Transport Scheme—Rs. 48,200, 1116 Rs. 47,600.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI:** My complaint is that that amount ought to be deducted from those items. In that case you will come to the net receipts for that year.

**MR. R. RAMA VARIER:** It has been explained in the Budget Memorandum, how the cash transactions and the profit and loss account has been prepared. Therefore it is shown separately, as Rs. 8,25,300 together.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI:** My point is this.

**PRESIDENT:** The honourable member may proceed. That is the best way.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI:** I am satisfied with this point.

Another point which I wish to point out is this. According to the current year's budget, the amount of contribution to the Transport Insurance Fund was estimated at Rs. 32,000 as we find from page 49. But, Sir, only Rs. 200 is deducted for that purpose. So the difference in the amount estimated and the amount actually set apart for the purpose should have been deducted from the gross receipts and according to me that also will reduce the net receipts by Rs. 31,800. I am satisfied with the amount set apart for the payment of tolls. At the end of the current year, according to para 36 of the Financial Secretary's speech, the total capital outlay on the scheme will be Rs. 11·16 lakhs. Interest on this amount at 4% per annum will be Rs. 44,640. Look at item 7 of the working expenses on page 49 of the Budget. This column is kept vacant both for the current and the next years. I am certainly at a loss to understand why the interest on the total outlay is not deducted from the net receipts of the year. When all these aspects are closely scrutinised it may become evident that the scheme has not proved to be a profitable concern. Now the question arises how can we make the concern a profitable one. For these reasons, I must submit that it is not fetching as much profit as we have expected.

I may suggest a few important means by which we can improve the position. The working expenses should be reduced as far as possible. When we have got Mr. Salter as the Director of the Transport Service and another Operating Superintendent under him to supervise the whole work, why should there be an Engineering Assistant? I think they must be proficient in Engineering also. We have got the District Inspectors and an adequate number of Checking Inspectors to find out whether there is any leakage in the revenue. In addition to these, we find that there is a Parcel Inspector and another Chief Transport Inspector. According to me, these two appointments are

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absolutely unnecessary. I have come across cases in which Parcel Agents have committed vagaries and frauds in the fixation of luggage charges. The ordinary Checking Inspectors on the route have found out such cases and have been able to realise from such people, the disparity. Hence there is no use of one particular Parcel Inspector being deputed solely for that purpose as the work can be satisfactorily turned out by others. According to me, the work is most satisfactorily managed and supervised by the existing District Inspectors and Checking Inspectors. I am satisfied that the Checking Inspectors and the Conductors are discharging their duties to the best satisfaction of the public.

In regard to the inconveniences that are being experienced by the travelling public, I have to bring to the attention of the Government and the Director of Transport one important matter. Sir, a few days ago I had the misfortune to travel from Trivandrum to Chengannur in a transport bus. I think the particular No. of the bus is 99. Throughout the whole distance, water was pouring in like anything. In fact there is absolutely no exaggeration when I bring to the pointed attention of the Chair that I was keeping my umbrella open throughout the whole journey. As a result of this I was laid up with fever for 8 days. Sir, it is no exaggeration. It is a statement of truth

**PRESIDENT**: The umbrella was not affected (*Laughter*).

**MR. KAINIKKARA M. PADMANABHA PILLAI**: Was the umbrella supplied by the Transport Department?

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: No. I am not joking. I am very serious in this matter. I thought that was an exception to the ordinary state of affairs. But, Sir, afterwards I found that several buses especially on this route—Trivandrum to Kottayam—are of this nature. Consequently the travelling public are put to very great difficulties and inconveniences. Immediately I made enquiries to the Checking Inspector and Conductor concerned and asked them to report the matter to the Director of Transport and remedy these defects.

**PRESIDENT**: Are there not tarpaulins in the buses?

**MR. E. G. SALTER**: Yes, but they are meant for protecting the luggage and not the passengers.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: All the rain water will be collected on the top of the bus and that will be pouring in even after the rains have ceased. So the condition of the buses is very miserable and it is high time for the Director either to improve the condition or to take away all such buses from the lines on which they are operating.

**MR. M. SIVATANU PILLAI**: Is it not a curved surface that the buses have got?

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: Then a word with regard to another matter, the inconvenience caused to the public on account of the seating arrangement. Much was said here regarding the bug

bites, etc. Sir, we can suffer even that. But the rattan seats have become completely damaged on account of long and rough use. We find in its place big hollow cavities and we are being practically suspended in the air by sitting on such seats. Sir, it is a good thing that you have been pleased to introduce the teaching of Yogabhyasom exercise in the Travancore University. Because at least those people may find it possible to travel in our Transport buses under their present condition. With these remarks I move the motion for the unanimous acceptance of the House.

MR. PADIYARA JOSEPH KUNJU : സർ, ഈ ഉപക്ഷേപത്തെ ഞാൻ ഹൃദയപൂർവ്വം അനുകൂലിക്കുന്നു. ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി ഏതെങ്കിലും സംസാരിക്കുന്നതിനായി എഴുന്നേല്ക്കുമ്പോഴും എൻെറ മനസ്സ് നാനാവിധ വികാരങ്ങളാൽ വ്യഗ്രമായിത്തീരുന്നു. അതിൻെറ കാരണത്തെപ്പററി പറഞ്ഞ് ഈ സഭയുടെ സമയമോ അല്ലെങ്കിൽ എനിക്കു കിട്ടിയിട്ടുള്ള സമയമോ നഷ്ടപ്പെടുത്തണമെന്നു ഞാൻ വിചാരിക്കുന്നില്ല.

MR. KAINIKKARA M. PADMANABHA PILLAI : മെംബറിൻെറ വികാരങ്ങൾ സാധാരണയായി നാനാവിധമായി പോകുകയാണോ ?

MR. PADIYARA JOSEPH KUNJU : നാനാവിധവികാരങ്ങൾ എന്നുള്ളതിന് നാനാവിധമായിപോകുക എന്നുള്ളതിനും രണ്ടർത്ഥമാണുള്ളത്.

സർ, ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററിയോ ഡിപ്പാർട്ടുമെൻറിൻെറ മേധാവിയെപ്പററിയോ എനിക്ക് വിരോധമുണ്ടെന്നും അതുകൊണ്ടാണ് ഞാൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി ഇത്ര കർശനമായ വിമർശനം എപ്പോഴും നടത്തുന്നതെന്നും എൻെറ ബഹുമാന്യ സ്നേഹിതന്മാർ പലരും ധരിച്ചിട്ടുണ്ടായിരിക്കണം. അവരുടെ ആ ധാരണ തെററാണെന്ന് ഞാൻ ആദ്യമായി പറഞ്ഞുകൊള്ളട്ടെ. എന്നാൽ പിന്നെ എന്തുകൊണ്ടാണ് അവസരം കിട്ടുമ്പോഴെല്ലാം ഞാൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി വിമർശിക്കുന്നത് എന്ന് ഒരു ചോദ്യമുണ്ടാവാം. സർ, ഫൻനൻ ജൂലൈമാസം ൯-൫ ാംതീയതി അങ്ങ് ചെയ്ത ഒരു പ്രസ്താവനയിൽ ഇപ്രകാരം കാണുന്നു.

"The Financial Secretary has made it abundantly clear in his statement that the scheme has great possibilities".

സർ, ഈ വിശ്വാസം എനിക്ക് അന്നുമുണ്ടായിരുന്നു. ഇപ്പോഴും ഇല്ലെന്നു പറയുന്നില്ല. പൊതുജനങ്ങൾക്ക് ഇത്രമേൽ ഉപകാരം ചെയ്യാവുന്നതും, പ്രയോജനപ്രദമായിരിക്കുന്നതും, ന്യായമായി നടത്തുന്നതായാൽ ഗവൺമെൻറിന് ഇത്ര വലിയ മുതലെടുപ്പുണ്ടാക്കാൻ കഴിയുന്നതുമായ

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ഒരു ഡിപ്പാർട്ടുമെൻറു് മററൊന്നും കാണുകയില്ല. സർ, അങ്ങയുടെ പ്രസ്താവനയുടെ മറെറാരു ഭാഗം ഇപ്രകാരമാണ്. "The minimum profit that we should get is 15 to 20 per cent on the capital outlay." സർ, ഇന്നത്തെ സ്ഥിതിയെന്താണെന്നു ഞാൻ അങ്ങയോടു വിനയാദരപുരസ്സരം ചോദിച്ചുകൊള്ളട്ടെ. ഈ സാദ്ധ്യതകൾ ഇപ്പോൾ ലഭിക്കുന്നില്ലെങ്കിൽ പിന്നെ എപ്പോഴാണു ലഭിക്കുക. ആർത്തത്രാണപരായണനും വിബുധർസ്തോത്രോപഗീതങ്ങളാൽ കീർത്തിക്കപ്പെട്ടവോനും ചിദാത്മനിരമിച്ചീടുന്ന സൽപൂരുഷനും പ്രജാലക്ഷങ്ങളുടെ ആരാധനാപാത്രവുമായിരിക്കുന്ന ഒരു മഹാരാജാവാണ് ഞങ്ങളുടെ പൊന്നുതിരുമേനി. പോരെങ്കിൽ വിശ്വവിഖ്യാതനായി വിദ്വൽശിരോമണിയായി ഭാരതത്തിൻെറ അഭിമാനസ്തംഭമായി, പ്രസിദ്ധരാജ്യഭരണതന്ത്രജ്ഞനായി പ്രശോഭിക്കുന്ന ഒരു ദേഹമാണ് തിരുമനസ്സിലെ സചിവോത്തമൻ.

**PRESIDENT:** The transport is not run by learning.

**MR. PADIYARA JOSEPH KUNJU:** ഇക്കാലത്തു് ഇങ്ങനെയുള്ള പ്രവർത്തനങ്ങളിൽനിന്നും ലാഭമുണ്ടാകുന്നില്ലെങ്കിൽ പിന്നെ എന്നാണു ലാഭമുണ്ടാകുക എന്നാണ് ഞാൻ ചോദിക്കുന്നതു. സർ, മറെറാരു കാര്യംകൂടി പറയാം. ൧൧൧൬-ൽ ഒരു പ്രചണ്ഡമാരുതൻ തിരുവിതാംകൂറിൽ വീശിക്കൊണ്ടിരുന്നു. സ്റ്റേറ്റുകാൺഗ്രസ്സ് എന്നു പറയുന്ന ഒരു ക്രൂരരാക്ഷസി അവളുടെ കരാളദംഷ്ട്രങ്ങളും ഇളിച്ചുകാട്ടിക്കൊണ്ടു് രാജ്യമൊട്ടുക്കു നടനം ചെയ്തുകൊണ്ടിരുന്നു. ആ പ്രചണ്ഡമാരുതൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെ പറപ്പിച്ചുകളയുമെന്നും ആ ക്രൂരരാക്ഷസി ഇതിനെ വിഴുങ്ങിക്കളയുമെന്നും ഭയപ്പെട്ടുകൊണ്ടിരുന്ന ഒരു കാലമായിരുന്നു അതു്. ആ പ്രചണ്ഡമാരുതനും ആ ക്രൂരരാക്ഷസിയും അങ്ങയെയും വെറുതെ വിട്ടില്ല. അന്നു സവ്യസാചിയെപ്പോലും തൃണവൽഗണിച്ചു് ഈ ഡിപ്പാർട്ടുമെൻറിനെ അനുകൂലിച്ചവരിൽ ഒരാളാണു ഞാൻ.

**PRESIDENT:** Order, order. The honourable member is no doubt entitled to take the fullest latitude in regard to his observations. But I am giving him 10 minutes and the sooner he comes into what may be called the main feature of the case the better it would be.

**MR. PADIYARA JOSEPH KUNJU:** സർ, എന്നെപ്പററി ഒരു തെററിദ്ധാരണയുള്ളതുകൊണ്ടു് ... ... ...

**PRESIDENT:** Oh, no. I am fully aware of the oratorical powers and the dialectical ingenuities of the honourable member. But within a limited and with a specific objective the scope for the exercise of those undeniable faculties is limited.

**MR. PADIYARA JOSEPH KUNJU:** അതുകൊണ്ട് അതിനെപ്പററി അധികമൊന്നും വിസ്തരിക്കാതെ ഒരു സംഗതിമാത്രം ചുരുക്കിപ്പറഞ്ഞുകൊണ്ട് കാര്യഭാഗത്തിലേക്കു പ്രവേശിക്കാം. ഇതിൻെറ ജനയിതാവ് ഞാനല്ലെങ്കിലും ഈ ഡിപ്പാർട്ടുമെൻറിനോട് എനിക്ക് അതുകൊണ്ട് ഒരു സാഹോദര്യമനോഭാവമാണുള്ളത്. അതുകൊണ്ടാണ് ഞാൻ എപ്പോഴും ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി വിമർശിക്കുന്നത്. സർ, ഞാൻ എൻെറ ചില അഭിപ്രായങ്ങൾ പറയുമ്പോൾ ചില ശകാരവർഷങ്ങളും മററും കേൾക്കേണ്ടിവരും.

**PRESIDENT:** Subject to the rules of parliamentary debates and the principles I have already indicated, the honourable member has the utmost possible latitude in the expression of his views.

**MR. PADIYARA JOSEPH KUNJU:** സർ, എല്ലാവരുടേയും ശകാരവർഷങ്ങൾ കേൾക്കുന്നതിന് എനിക്കു ക്ഷമയില്ലെന്ന് ഞാൻ പറയുന്നു. എന്നാൽ അങ്ങയുടെ ശകാരവർഷം കേൾക്കുന്നത് എനിക്ക് അമൃതതുല്യമാണ്. അങ്ങ് എന്നെ താലോലിക്കുന്നതിനെക്കാൾ എന്നെ ശകാരിക്കുന്നതിലാണ് എനിക്ക് കൂടുതൽ ഇഷ്ടം. എന്തുകൊണ്ടെന്നാൽ "അദ്ധ്യാപകൻ തൻ പരുഷോക്തികേട്ടിട്ടൾത്താരുകത്താതെ മഹത്വമെത്തി ശാണോപലത്തിന്നരവാന്ന രത്നം ക്ഷോണീശമൂർദ്ധാവിൽ വിളങ്ങിടുന്നു." എന്നാണ് ഒരു മഹാകവി പാടിയിരിക്കുന്നത്. അതുകൊണ്ട് അങ്ങയുടെ ശകാരം എന്നെ ക്ഷോണീശമൂർധാവിൽ വിളങ്ങിക്കുന്നതിനുള്ള ഒരു മാർഗ്ഗമായിട്ടു മാത്രമേ ഞാൻ പരിഗണിക്കുന്നുള്ളു.

സർ, ആനയെ ഭയപ്പെടാം. ആനപ്പിണ്ടത്തെ ഭയപ്പെടാൻ എനിക്ക് സാദ്ധ്യമല്ല.

൧൧൧൯ കുംഭത്തിലാണ് ഇതു് നടപ്പിൽ വന്നതു്. അതിനുശേഷം പ്രസിദ്ധീകരിച്ച ൧൧൧൯-ലെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടിൽ നിന്ന് ഒരു ഭാഗം ഞാൻ വായിക്കാം. "One of the aims of the department was to effect standardisation of fare. Accordingly a fare of 8 cash per mile was adopted on all routes except in Trivandrum where the rate was 1 ch. per mile. The total capital expenditure incurred on the buildings, rolling stock, machinery, preliminary expenses, share of tools and plants adjusted by the P. W. D. and share of establishments was Rs. 6,03,089. The total receipts of the department for the year amounted to Rs. 3,56,254 and the working expenses came to Rs. 2,21,806."
ഇതു രണ്ടും കൂടി കൂട്ടിയാൽ, എൻജിൻെറ ചിലവു നീക്കി ആ ആണ്ടിൽ ൮൯൪൮൯൬ രൂപ ചിലവും തന്നാണ്ടിൽ ആകപ്പാടെ ൪൬൮൬൪൧ രൂപ വരവും ഉണ്ടെന്നു കാണാവുന്നതാണ്. ഇപ്രകാരം ആ വർഷം നഷ്ടത്തിൽ കലാശിച്ചു.

൧൧൩ കർക്കടകത്തിൽ ൧൧൪-ലെ ബഡ്ജററു അവതരിപ്പിച്ചുകൊണ്ടു് ഫിനാൻഷ്യൽസെക്രട്ടറി ചെയ്ത പ്രസംഗത്തിൽ ഞങ്ങളെ വ്യാമോഹിപ്പിച്ചതു ഇപ്രകാരമാണു്. "It is proposed $t_o$ buy 50 buses fitted with diesēl engines,"

ആ ഡീസിൽ എൻജിൻ ഇപ്പോഴൊന്നുമില്ല. "and 10 lorries for the present and to entrust the management to an expert who will be engaged for a term."

സർ, ഈ ഓരോ സംഗതിയും പ്രത്യേകം ശ്രദ്ധിക്കണമെന്നു് ഞാൻ ആവശ്യപ്പെടുന്നു. ഇപ്പോൾ അദ്ദേഹം ആയുഷ്കാലമെംബറായി രൂപാന്തരപ്പെട്ടിരിക്കുന്നു. "All his superior and subordinate staff will be recruited in Travancore."

അദ്ദേഹത്തിനു് സുപ്പീരിയർ സ്റ്റാഫ് ഏതാണു്, ആരാണു? ഒരുത്തരുമില്ല. അദ്ദേഹത്തിൻെറ സബാർഡിനേററു് സ്റ്റാഫ് ഇപ്പോൾ വിദേശികളാണു്. "A return of at least 7½ per cent is expected from this concern."

ഏഴരശതമാനം ലാഭം ഇപ്പോഴുണ്ടോ എന്നാണു് ഞാൻ ചോദിക്കുന്നതു്.

**MR. E. G. SALTER**: Sir, may I know whether that statement was made before the war broke out or after the war?

**MR. PADIYARA JOSEPH KUNJU**: എനിക്കൊന്നും മനസ്സിലായില്ല.

**MR. PUTHUPALLI S. KRISHNA PILLAI** Sir, may I translate what Mr. Salter said for the information of the member?

**PRESIDENT**: No. The time limit for the close of the debate on the grant is 9 minutes more.

**MR. M. SIVATANU PILLAI**: യുദ്ധം വന്നതിനുശേഷവും ആറരശതമാനം ലാഭം കിട്ടുന്നുണ്ടെന്നു മെംബർക്കു് അറിയാമോ?

**MR. PADIYARA JOSEPH KUNJU**: അതിനെപ്പററി പറയുന്നുണ്ടു്.

൧൧൧൪-ൽ കുറെ ലൈനുകൾ കൂടി നീട്ടുകയുണ്ടായി. ആ ആണ്ടത്തെ വരവുചെലവുകൂടി പരിശോധിക്കാം. ആ ആണ്ടിൽ ആകെ വരവു് ൧൯൦,൧൪൧ രൂപായും അതിൽ ചെലവു് ൩൯൨,൩൯൦ രൂപയുമാണു്. എന്നാൽ അവിടെ ടോളിൻെറ സംഖ്യയോ മററു ചെലവുകളോ വെയർ ആൻഡ് ടയറോ ഒന്നും കൊള്ളിച്ചിട്ടില്ല. അതുംകൂടി കൊള്ളിച്ചാൽ ആ ആണ്ടിലും നഷ്ടം തന്നെയാണു്.

൧൧൧൫-ലെ കണക്കെടുക്കാം. ൧൧൧൪ കർക്കടകത്തിൽ ൧൧൫-ലെ ബഡ്ജററു് അവതരിപ്പിച്ചുകൊണ്ടു് ഫിനാൻഷ്യൽസെക്രട്ടറി

ചെയ്ത പ്രസംഗത്തിൽ ഇപ്രകാരം കാണുന്നു. "But considering the various adverse circumstances which prejudicially affected the smooth working of the scheme, such as obstruction to traffic on account of political disturbances, destruction and damages to buses caused by the mob at several places and rise in the price of diesel oil......

**PRESIDENT** : The honourable member has 2 minutes more.

**MR. PADIYARA JOSEPH KUNJU:** എനിക്ക് ൨ മിനിട്ട് മാത്രം അനുവദിച്ചിരിക്കുന്നതുകൊണ്ട് ചുരുക്കിപ്പറഞ്ഞേക്കാം. ൧൧൧൪-ലും ഈ ഡിപ്പാർട്ടുമെൻറുകൊണ്ട് നഷ്ടമാണുണ്ടായതു്. ൧൧൧൫-ലും നഷ്ടത്തിലാണു കലാശിക്കുന്നതു. ഗവൺമെൻറ് വളരെ ആദായകരമായി കണക്കാക്കിയിരിക്കുന്നതും വാസ്തവത്തിൽ ആദായപ്രദമായിരിക്കേണ്ടതുമായ ഈ ഡിപ്പാർട്ടുമെൻറ് ഇപ്രകാരം നഷ്ടത്തിൽ കലാശിക്കുന്നതു കാണുമ്പോൾ എനിക്ക് ഹൃദയപൂർവ്വമായ മനസ്താപമുണ്ട്.

വളരെ ആദായമുണ്ടാക്കാവുന്ന ഒരു ഡിപ്പാർട്ടുമെൻറു ഇപ്രകാരം നഷ്ടകരമായി പരിണമിച്ചിരിക്കുന്നതിൽ വളരെ സങ്കടമുണ്ട്. ഈ ഡിപ്പാർട്ടുമെൻറദ്ധ്യക്ഷനെപ്പററി എനിക്കു യാതൊരു പരാതിയുമില്ല. ന്യായമായി ചില ചോദ്യങ്ങൾ ഞാൻ ചോദിച്ചതിനു എൻെറ കണ്ണു തുരക്കും എൻെറ മൂക്കു ഇടിച്ചു ചതച്ചുകളയും എന്നും മററും അദ്ദേഹം ഈ സഭയിലെ ചില മെംബറന്മാരോടു പറയുകയുണ്ടായി. സാർ ഞാൻ

**PRESIDENT** : Within the House or outside was that remark made?

**MR. PADIYARA JOSEPH KUNJU:** ഈ അസംബ്ളിഹാളിൽവച്ചാണ് അതു പറഞ്ഞതു്. ഇടിക്കു പകരം ഇടികൊടുക്കുന്നതിന് എനിക്കും അറിയാം. നാടൻ ഇടിയുടെ രുചി ധാരയ്ക്കു അറിഞ്ഞുകൂടാ. പക്ഷേ എൻെറ നില എന്നെ അതിന് അനുവദിക്കുകയില്ലെന്നേയുള്ളു.

സർ, ഈ അടിയെപ്പററിയും ഇടിയെപ്പററിയും ഒന്നും എനിക്കു അശേഷം പേടിയില്ല.

**MR. N. NARAYANA KURUP:** മെമ്പറിനെ ഉപദ്രവിക്കുമെന്നു പറഞ്ഞതിലാണോ സങ്കടമുള്ളതു്?

**MR. PADIYARA JOSEPH KUNJU:** സർ, ഇങ്ങനെയാണെങ്കിൽ ഗുസ്തിയും അടിമുറകളും മററും അഭ്യസിക്കേണ്ടതായിവരും.

**MR. E.G. SALTER** : Sir, there appears to be still existing in the mind of Mr. Padiyara Joseph Kunju the impression that the Transport Department is working at a loss. It was in an endeavour to remove that erroneous impression that a statement was circulated among the honourable members of this House. I presume that as that apprehension still exists, the statement failed in its object. Perhaps it should have been circulated in Malayalam. All I can say is that in the year 1113 the profits of the Department were over 24 per cent. In 1114

[Mr. E. G. Salter.]

the profits were 7 per cent. In 1115 they were about 7 and a half per cent. This year it is likely to be 6 per cent, even though there is a war on. In respect of the profits for this year, I may explain that the extra expenditure on one item, alone, namely, petrol, was Rs. 70,000. The Department could not reasonably be expected to have budgeted for rises in prices such as this. Thus, circumstances entirely beyond the control of the Department account for the reduction in the anticipated profits, but now I am asked "where is the 7½ per cent,

Let us have fair criticism; that is all I ask, and I shall endeavour to the best of my ability to answer such criticisms, On an earlier occasion I had voiced my appreciation of the constructive criticisms which had been submitted by some honourable members, but this is merely destructive criticism, a past time which can be indulged in easily without very much thought for the subject under discussion. It gets us nowhere, it serves no public purpose, but is merely the satisfaction of a disordered mind.

The motion was not pressed. The demand was then put to vote and carried. The grant was made.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY.

**SARDAR DOGAR SINGH**: Sir, I beg to move for a grant of Rs. 3,04,600 under Demand X – Clay Refining and Porcelain Factory.

The following motion was not moved:

**Motion No. 1.**

1. MR. PULIYOOR T. P. VELAYUDHAN PILLAI:

To reduce the allotment of Rs. 1,200 for salaries by Re. 1.

**Motion No. 2.**

**MR. KANNANTHODATH JANARDANAN NAIR**: Sir, I move the following motion;

To reduce the allotment of Rs. 1,2(0 for salaries by Re. 1.

This is intended to discuss about the working of the factory. Why should the State take up the industries? When the State takes up industries, the principle underlying such taking over is that the income derived out of such enterprises should go to enrich the purse of the State thereby enabling the State to substitute that for taxes. The economic position of our country is going from bad to worse. The prices of our produce have gone down by fifty per cent. Our trade balance is dwindling. The wealth of our country has gone down to a great extent and together with it the taxable capacity also has gone down. The taxable capacity of the people fall in a greater proportion than the fall in wealth. It is then that the State industries, its capital investments, should give sufficient return to compensate or substitute the taxes borne heavily by the people. The return from the capital investments of the Mysore State is 19 per cent of the total revenue. Now we come to our industries. The ceramic factory is the foremost. What has that contributed? It is three years since the factory has begun to work though it was formally opened only in 1115. I shall

prove to the House that the factory has not been able to do what was expected of it. We shall take receipts on one side and disbursements on the other for a comparative study. In 1114 when we expected a receipt of Rs. 3 lakhs, in the revised estimate that fell to Rs. 25,000 and the actuals came to Rs. 14,247. In 1115, when we budgeted for a receipt of Rs. 2,22,000 the revised estimate went down to Rs. 1,70,000 and the actuals have come to Rs. 79,198 ; but the actuals shown is 50,000. In 1116 we expect a total receipt of Rs. 3 lakhs, but even in the revised estimate the amount expected is only Rs. 25,000. It need not be added that our past experience do not lead us to expect that we will realise the full amount thus expected. So on the receipt side there is a fall in hundred thousands. Now we will take up the expenditure side. In 1115 when the budget estimate was Rs. 1,22,000 it increased to Rs. 1,37,885 in the actuals. Coming on to capital expenditure we find that when we budgeted for an expenditure of Rs. 2,25,000, Rs. 1,35,000 and Rs. 50,000 respectively in 1113, 1114 and 1115, the revised estimates rose to Rs. 2,86,000, Rs. 1,30,000 and Rs. 80,000 and the actuals still rose to Rs. 3,67,312, Rs. 1,85,255 and Rs. 81,533 for the same period. So on the disbursement side both under ordinary expenditure and capital expenditure we find an increase by hundred thousands. The enormous increase in capital expenditure shows that the Expert has been given ample facilities by the Government to show progress in the working of the factory wherever I have pointed out the repeated failures of the factory. I am asked to wait and watch. Neither am I an expert in economics nor have I conducted any industries. Yes, I will wait. I will wait indefinitely if required. We have got a big deposit of china-clay in Kundara, which we were exploiting and selling realising a sum of about Rs. one and a half lakhs annually. The complaint against the factory is that both the sale proceeds of china clay and at times further funds from Government exchequer are spent on manufacture and is wasted in that effort—that everything is lost. I am told that the manufacture is conducted to save the second quality china-clay. Thus in our anxiety to make the best use of our china clay which cannot be supplied to paper or textile mills, in our anxiety to use everything that we get out of our mines and secure profits from that too we are losing what we get out of the sale of our first quality clay acclaimed as the best in India. So the result is that our natural resources are ruined for nothing, not to mention the additional funds we had to lose at times.

Sir, the factory is said to be progressing. In the budget estimate of 1115, I find that the Expert hopes to manufacture Rs. 90,000 worth of articles. In 1116, we find the expectation is only for Rs. 75,000 worth of articles to be manufactured. This is the progress we expect to make in manufacture. Where can all this money go? How can it be lost ? When I speak about the loss, I am reminded of the information given to me by people who have some knowledge of the factories of this kind. What actually happens is this. Although the Expert

[Mr. Kannantnodath Janardanan Nasr.]

was telling me this morning that the percentage of loss in the manufacture was nothing, that cent per cent of the things sent into the furnace come intact to my knowledge the loss is not less than 60 per cent. So much so 40 per cent of the articles coming out of the factory will have to bear the cost of the 100 per cent. of the articles that go into the factory. When these articles are sent to the market, however excellent they may be, they have to compete with other articles of the same variety and sell at their market rates. Because the 40 per cent of the articles going out from the factory to the market has to bear the cost of the 100 per cent manufactured there, the 60 per cent loss being never shown in the account, they sell at a price much lower than the actual cost price—the cost of manufacture. Thus when we sell our article and secure a price almost double that amount is lost on that article alone and the loss is imperceptible It is well known that the broken articles are at once thrown into the lake nearby. If this process of manufacture continues at this rate I am afraid the lake will be reclaimed very soon.

This year, I find, a kind of trick in operation in the preparation of the budget for the factory. Last year the various necessities of the factory such as felspar, quartz, Attingal clay, paints, chemicals etc., were budgeted for item by item. The total provision for the year was Rs. 1,25,000.

But this year we find only a lump provison of Rs. 1,85,000. Even though there is a rise of Rs. 60,000, I am unable to scrutinise the figures because of the trick in budgeting referred to above. If item by item is given we would be able to understand and scrutinise whether the factory is advancing in manufacture of pipes, jars, cups and saucers, etc. Similarly, it was the practice till last year to state in the budget separately how much we expect to receive from the sale of china clay and how much we hope to realise by the sale of manufactured articles. But this year for that too only a lump provision is given.

Even though it is expected in the revised estimate that a lakh and 60 thousand rupees were realised by the factory both by the sale of refined china clay and by the sale of articles manufactured in the factory in 1116, no mention has been made as to what amount will be realised by the sale of manufactured articles. In 1117, I find a lump sum expectation of Rs. 3,65,000. Here too it is not mentioned what amount is going to be realised out of the sale of china clay and what amount out of the sale of manufactured articles. These methods also put me to the difficulty of ascertaining whether the factory is progressing in the line of manufacturing articles.

**PRESIDENT** : The honourable member has two minutes more.

**MR. KANNANTHODATH JANARDANAN NAIR** : Yes, Sir, I shall make the best use of that time. In this connection I also want to bring before the notice of Government some other things which in public interest I think, I should make menti on. These relate to the execution and giving of contracts and regarding the acceptance of tenders. Very many complaints have arisen in respect of these matters. I know, Sir, that the majority of the contracts are given to one Mr. Fernandez. Some show of calling tenders is put up. Mr. Fernandez himself will go out

and collect a few tenders with rates quoted far higher than his and submit them to the Expert who will accept Mr. Fernandez's as the lowest. It is rumoured that Mr. Singh himself invests money and does the work, the poor Mr. Fernandez getting something for his maintenance. I hear also that proper vouchers are not kept for the items in connection with the execution of the contracts. Now that the contracts are given after consultation with two or three other officials forming a committee, I feel the irregularities connected with this will be remedied to some extent. But we wait to hear what the Audit Report has to say about this and other matters of which my prescribed time-limit disable me to speak about. If the contracts are given and executed according to my information I think very many irregularities could be detected in the manner in which they have been done. If the Government find that these allegations are true ..........

**PRESIDENT** : In what relation does the honourable member refer to the contracts?

**MR. KANNANTHODATH JANARDANAN NAIR** : Sir, of course, not in relation to the public works One or two words more about the behaviour of the Expert towards his subordinates and other officials and non-officials whom he meets, and I have done with the subject. Delicacy and respectability stand in my way to mention what all things take place in the factory. When I say that his behaviour in this respect is far from satisfactory, I hope he will understand it in all its seriousness. It is better that he corrects himself than be corrected by somebody else. I hope he will do so too. With these words I commend the motion for the acceptance of the House.

**MR. P. SIVARAMA PILLAI** : Sir, I wish to offer a few remarks in this connection. I do not want to go into the details how far the Expert is satisfying the expectations of the public or Government. It is an admitted fact that we produce the finest clay available. It is also admitted that we have at present got very large orders from the Government of India for the articles that could be produced in the factory. We all know that the factory has been working for two or three years. Yet we are not in a position now to satisfy all the orders that could be got from the Government of India. So the legitimate conclusion that we are led to arrive at is that every thing is not going on alright with the Ceramic Factory. Possibly something is wrong in the management or possibly something is wrong with the commercial side of the concern. I have my honest doubt whether the present Expert possesses sufficient experience on the commercial side. He might be an excellent Expert so far as the manufacturing side is concerned. This morning I was responsible for an interpellation whether the present Expert has got sufficient experience or knowledge on the commercial side of the factory. I was answered 'Yes'. I want to know his previous experience with regard to the commercial knowledge or management of any other factory. Sir, it may be rather difficult in these days to get an Expert with sufficient commercial knowledge also to manage the factory. We are now concerned with the commercial side of the manufacture in view of the large orders of the Government of India. There are only 5 or 6 Porcelain Factories in India. Under the circumstances we can legitimately hope to expect a

[Mr. P. Sivarama Pillai.]

large profit from the concern in view of the present demand for our manufactured goods, during the next two or three years. I would request that these facts must be borne in mind by the Expert in the management of the Ceramic Factory. With these words I support the motion.

**SARDAR DOGAR SINGH:** Sir, one of the honourable members said in the course of the discussion that the Ceramic Factory started work 3 years ago. This is absolutely incorrect. The opening ceremony of the factory was performed in Kumbhom 1115. It is only 6 months since we started the manufacture of the articles on a commercial scale. And it is 16 months since we began to get money from our activities. By that time we have produced goods to the value of Rs. 79,900 *i. e.*, from the month of March to the end of 1115. For the 11 months of 1116 we have produced goods including china clay for Rs. 1,52,304. The total expenditure for these two years is distributed as follows:—

Rs. 65,688 for direct wages.

Rs. 15,816 for wood purchase, *i. e.*, indirect wages.

Rs. 11,776 for the electricity used *i. e.*, indirect wages.

Rs. 17,134 for the administration.

Thus a total amount of Rs. 2 lakhs and odd has been expended. Of this only Rs. 20,000 approximately has gone out of Travancore for the purchase of felspar, quartz, and coal. Not only that, Sir, the factory has given employment to 1,500 people on an average since 1936 up till now.

As regards the contract that was given to Stephen Fernandez I must say that he is a P. W. D. contractor who gets contracts on the tenders presented by him. Because he submitted the lowest rates he was preferred.

**PRESIDENT:** I heard Fernandez. What is his real name?

**SARDAR DOGAR SINGH:** Sir, his real name is Stephen Fernandez.

**MR. KANNANTHODATH JANARDANAN NAIR:** May I know whether the honourable member would ascertain facts after enquiry regarding the allegations that I have made about the giving out of the contracts?

**SARDAR DOGAR SINGH:** He is not working under me. He is a P. W. D. contractor. Sir, one of the honourable members said that the articles produced in the factory are not up to the standard. I think, Sir, that he is totally wrong. And he has got little knowledge regarding this. From the fact that even the Government of India has placed with us large orders for insulators and crockery articles etc., it could be seen that no other concern in India could make such articles, at these prices. The articles produced have been tested and approved. The Government of India have placed with us substantial orders for the same.

**MR. KANNANTHODATH JANARDANAN NAIR:** Out of the Rs. 3,69,000 expected for next year, may I know from the honourable member how much he expects under the sale of china clay and under the sale of other articles?

**SARDAR DOGAR SINGH:** From the sale of insulators and other articles we can expect an amount of Rs. 52,729. By selling first quality china clay and the second quality china clay we can get one lakh of

...take two months' time to complete the new washing

**MR. KAINIKKARA M. PADMANABHA PILLAI**: The honourable member said that articles to the value of Rs. 2,31,000 were manufactured in 1115 and to the value of Rs. 1,51,000 in 1116. Is it the cost of articles manufactured excluding the cost of production?

**SARDAR DOGAR SINGH**: As I have said already the cost of manufacture from the month of March 1940 up to the end of the Malabar year 1115 is Rs. 77,735.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: My doubt is about the figure Rs. 2,31,000. Is it the price of the articles manufactured or the cost of production of the articles including the cost of the refined china clay?

**SARDAR DOGAR SINGH**: This is the price of the articles sold.

**MR. KAINIKKARA M. PADMANABHA PILLAI**: May I know what would be the cost of clay that has got into the production?

**SARDAR DOGAR SINGH**: We have got three types of clay *i. e.*, first quality, second quality and third quality. The third quality china clay we are selling at 12 rupees per ton.

**PRESIDENT**: This discussion would make it possible for our competitors to know the possibilities of our factory.

**SARDAR DOGAR SINGH**: One of the honourable members said that the factory was started in 1114. It is well known to the Government the fact that it was only at the end of 1114 that two experts were invited by the Government, to investigate thoroughly whether we will be able to sell this clay and whether our clay is suitable for paper and textile manufactures. They submitted a report and..... ......
I am glad that Dr. Gilson's report is with the Government. Although it is confidential Mr. ............report............

**PRESIDENT**: The honourable member should be the last person in the world to divulge these things.

**SARDAR DOGAR SINGH**: So we had never started the manufacture or washing of clay in 1114. We were only just experimenting with a few hundred tons of clay to send it abroad as a trial and to know what value our clay will get. Even during this experimental period we were able to sell for Rs. 14,000. Most of the honourable members have not paid a visit to the Factory and they do not know how big the factory is and how much work I have to control. It is not a case that I have to control 10 or 20 graduates or under-graduates in my office.

**MR. KANNANTHODATH JANARDANAN NAIR**: May I know whether experts are not appointed by Government to conduct the factory and it is not for the members to go, see and understand things, but that they care only for the profits that are derived out of the institution?

**SARDAR DOGAR SINGH**: I have given you the total income.

**PRESIDENT**: The honourable member will address the Chair.

**SARDAR DOGAR SINGH**: The honourable members can go through these figures and know what I have expended. We have deducted Rs. 30,000 for depreciation. By order of the Government, I have to submit monthly statement. Not only that, I have been controlled by the Chief Secretary so much that there is not a single month when the Chief Secretary or the Accountant-General does not inspect the books on the spot. What more can I do? What I could do, I have done and if the Government and the House will give me 4 or 5 years' time and allow me to work according to my plan, I can assure anybody that I will be able to give not less than Rs. 7 lakhs every year. If any honourable member wants to put me any question, I am quite prepared to answer it. But the question must not be irrelevant. (*Laughter*).

**MR. KANNANTHODATH JANARDHANAN NAIR**: Appreciating the entertainment he extended to us, appreciating the clarity and enthusiasm with which he explained the position, taking his word of honour and assurance that he has done his best in the past and taking his promise that he will do his best in future, I am not inclined to press the motion.

The motion by leave was withdrawn.

**Motions Nos. 3 to 5.**

The following motions were not moved :—

MR. PULIYOOR T. P. VELAYUDHAN PILLAI :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

MR. S. NARAYANA PILLAI :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

MR. P. S. MUHAMED :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

**Motion No. 6.**

**MR. K. KUNJU PANICKER**: Sir, I beg to move to reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1 to discuss about the necessity of opening sale depots or agencies at every important centres and markets in the State to make the articles within the reach of purchasers throughout.

**PRESIDENT**: This is a matter to which the attention of Government has been drawn. As a matter of fact, Government have been very anxious not only with regard to the Ceramic Factory but also with regard to other industrial concerns to have agencies. We have not received any satisfactory reply to that query. But at present that question does not arise because practically for the next few years, orders connected with war requirements are such that it will be more than the Ceramic Expert's task to fulfil all those orders. As a matter of fact, we cannot even fulfil those orders which the Government of India have placed with us unless we work hard. So, this is not the proper time for opening up agencies.

**MR. K. KUNJU PANICKER**: Sir, I do not press the motion.

The motion was by leave withdrawn.

**MR. N. VELU ACHARI:** I move that to reduce the allotment of Rs. 1,76,600 for working expenses by rupee 1.

സർ, ഈ കട്ട്മോഷൻ അവതരിപ്പിക്കാനുള്ള കാരണം സിറാമിക്ക് ഫാക്ടറിയിൽ വരുത്തേണ്ട ചില പരിഷ്കാരങ്ങളെ ഗവണ്മെൻറിൻെറ ശ്രദ്ധയിൽ കൊണ്ടു വരുന്നതിനുവേണ്ടിയാണ്. ഞാൻ ആ ഫാക്ടറിയിൽ പോകയും അവിടെ നടക്കുന്ന ജോലികൾ കാണുകയും ഉണ്ടായിട്ടുണ്ട്. ക്ലേ വ്യവസായം അനേകായിരം വർഷങ്ങളായി നമ്മുടെ നാട്ടിൽ നടന്നു വരുന്ന ഒന്നാണ്. ഇന്നാകട്ടെ നമ്മുടെ ഗവർമെൻറ് അതു് ശരിയായ നിലയിൽ നടത്തി സ്റ്റേററിന് ആദായമുണ്ടാക്കണമെന്നും സാധുജനങ്ങൾക്കു തൊഴിൽ കൊടുക്കണമെന്നും ഉള്ള ഉദ്ദേശത്തോടുകൂടി ഒരു ഫാക്ടറി തുടങ്ങി. ഈ വ്യവസായത്തിൽനിന്നും നല്ല ആദായം ഉണ്ടാക്കാനും അനേകായിരം ജനങ്ങൾക്കു തൊഴിൽ കൊടുക്കാനും കഴിയുമെന്നാണ് എൻെറ വിശ്വാസം.

ഇവിടത്തെ കളിമണ്ണ് ശുദ്ധിചെയ്തു ഉപയോഗയോഗ്യമായി എടുക്കുന്നതിനു അന്യനാട്ടിൽനിന്നും ചില അസംസ്കൃത സാധനങ്ങൾകൂടി വേണ്ടിയിരിക്കുന്നു ഈ സാധനങ്ങൾക്ക് ഒരു വലിയ സംഖ്യ നാം അന്യനാട്ടിലേക്ക് അയക്കേണ്ടിയും ഇരിക്കുന്നു. ഇതിൽ പ്രധാനമായി ഞാൻ കണ്ടതു കളിമണ്ണിനോടുകൂടി ചേർക്കാൻ തൂത്തുക്കുടിയിൽനിന്നും മററും വരുത്തുന്ന ഒരു തരംവെള്ളത്ത കല്ലാണ്. ഇതു നമ്മുടെ നാട്ടിൽ പല സ്ഥാനങ്ങളിലും കാണുന്നതും മററു ചില ഉപയോഗത്തിനെടുക്കുന്നതും ആയ വെള്ളാററംപാറപോലെ ഉള്ളതാണ്. ഇതു ടൗൺ വിട്ടു പല സ്ഥലങ്ങളിലും ധാരാളമുണ്ട്. ആ തരം കല്ലുകൾ നമ്മുടെ ഉപയോഗത്തിനു മതിയാകുവോളം രാജ്യത്തു ഉണ്ടാകുമോ എന്നന്വേഷിക്കേണ്ടതാകുന്നു.

**PRESIDENT:** Certain surveys have been conducted with regard to felspar and quartz in Travancore. I do not think there is much of felspar in Travancore. Is it not so Mr. Dogar Singh?

**SIRDAR DOGAR SINGH:** Sir, Felspar and quartz may or may not be available in Travancore. But it is not for my Department or the staff of my department to enquire after where it is available and what its transport cost will be. If any contractor is prepared to come forward and supply us these materials we are ready to get it from him at the rate at which we are now purchasing, that is, Rs. 4 per ton Moreover the total quantity of felspar that we require is only 100 tons per year.

**MR. N. VELU ACHARI:** ഈ കല്ലു ചേർക്കാതെ കളിമണ്ണുകൊണ്ടു് പാത്രം ഉണ്ടാക്കിയാൽ അതിനു ബലക്കുറവും വെടിപ്പും ഉണ്ടാകുമെന്നുള്ളതുകൊണ്ടാണ് ഈ കല്ല് പൊടിച്ചു ചേർക്കുന്നതു്. ഈ കൽപൊടിക്കു പകരം മറെറന്തെങ്കിലും ചേർക്കാമൊ എന്നു ഞാൻ ഒന്നു പരിശോധിച്ചു

[Mr. N. Velu Achari.]

നോക്കി. കടൽപ്പുറത്തുള്ള വെള്ളമണൽ കൊണ്ടുവന്ന് അരിച്ചുചേർത്തു പാത്രം ഉണ്ടാക്കി ചുട്ടുനോക്കി. അതിൽ വെടിപ്പ് ഉണ്ടായില്ല. അതുകൊണ്ട് വിദേശത്തുനിന്നും വരുന്ന ഈ കല്ലിനു പകരം പ്രകൃതി വിലാസത്താൽ ധാരാളമുണ്ടായിക്കൊണ്ടിരിക്കുന്ന കടൽപ്പുറത്തുള്ള മണൽ ചേർത്താൽ നമുക്കു കൂടുതൽ ആദായം ഉണ്ടാക്കാം. കടൽപ്പുറത്തു മണലിൽ പല നിറത്തിലും മററു ചില മണൽ കണ്ടേക്കാം. മിനറൽ കമ്പനിയിലും മററും മോണസൈററ് പ്രത്യേകം തിരിച്ചെടുക്കുന്നതുപോലെ വെള്ള മണലും മററു നിറമുള്ള മണലുകളിൽനിന്നു തിരിച്ചെടുക്കാൻ കഴിയുന്നതായിരിക്കും.

രണ്ടാമതായി സാമാനങ്ങൾ ഉണ്ടാക്കുന്നതിലും വിലവയ്ക്കുന്നതിലും അല്പം ശ്രദ്ധിക്കേണ്ടതായിട്ടുണ്ട്. അവിടെ ഉണ്ടാക്കുന്ന മററു സാധനങ്ങൾക്കു പുറമെ ഒരു ജോഡി കപ്പും സാസറും ഞാൻ 9 അണ കൊടുത്തു വാങ്ങിച്ചു. അതുപോലെയുള്ള കപ്പും സാസറും ഇവിടത്തെ കടകളിൽ 8 അണയ്ക്കു കിട്ടുന്നതാണ്. എന്നു മാത്രവുമല്ല അവിടെയുണ്ടാക്കുന്ന സാമാനങ്ങൾക്കുള്ള വിലയിൽ വളരെ അന്തരം കാണുന്നു. കളിമണ്ണിന്റെ തൂക്കം കൊണ്ടാണെന്നും വിചാരിക്കാൻ നിവൃത്തിയില്ല. കപ്പിന്റേയും സാസറിന്റേയും തൂക്കത്തിലുള്ള മണ്ണുകൊണ്ട് ഉണ്ടാക്കിയ മററു ചില സാധനങ്ങൾക്ക് ഒന്നും രണ്ടും രൂപാ വില വച്ചിരിക്കുന്നു. അതു ശരിയായിട്ടുള്ളതല്ല. ഈ വക സാമാനങ്ങൾ ഉണ്ടാക്കുന്നതു് മൊൾഡ് ഉണ്ടാക്കി അതിൽ പാകപ്പെടുത്തിയ കളിമണ്ണു കലക്കി ഒഴിച്ചെടുക്കുകയാണ്. മോൾഡിൽ ഉള്ള വ്യത്യാസം അല്ലാതെ മററു ജോലികളിൽ വ്യത്യാസമില്ലാത്തതുകൊണ്ട് ഒന്നിന് വിലക്കൂടുതലും ഒന്നിനു വളരെ വില കുറവും വച്ചിരിക്കുന്നതു ശരിയായി തോന്നുന്നില്ല. ഇതു പ്രത്യേകം ശ്രദ്ധിച്ചു കഴിയുന്നതു സഹായമായി കൊടുക്കുന്നപക്ഷം ധാരാളം തൊഴിലും ആദായവുമുണ്ടാകും. മൂന്നാമതായി ഇത്രയും വൻപിച്ച തുക ചെലവാക്കി ജോലി ചെയ്യുന്ന ഒരു ഫാക്ടറിയിൽ ആയിരമോ ആയിരത്തിഅഞ്ഞൂറോ ജോലിക്കാരെ ഉള്ളു എന്നാണ് ഇവിടെ പറഞ്ഞതു്. ഇവിടെ സാമാന്യ ജനങ്ങൾക്ക് തൊഴിൽ ഇല്ലാതെ പട്ടിണിക്കാരായി പോകുന്നു എന്നും അവക്കു ജീവിതമാർഗ്ഗങ്ങൾ ഉണ്ടാക്കണമെന്നും മുറവിളി കൂട്ടുന്നതു കണ്ടിട്ടാണ് ഇത്തരം വൻവ്യവസായങ്ങൾ തുടങ്ങിയതെന്നു ഞാൻ വിചാരിക്കുന്നു. എന്നാൽ എന്റെ എളിയ അഭിപ്രായത്തിൽ ഈ ഫാക്ടറിയിൽ ഒരു അയ്യായിരം ആളുകൾക്കെങ്കിലും ജോലി കൊടുക്കാൻ സാധിക്കും. അങ്ങനെ ഇവിടെ സ്ഥാപിച്ചിട്ടുള്ള റബ്ബർ ഫാക്ടറി തുടങ്ങിയ

എല്ലാ സ്ഥാപനങ്ങളിലും ചെയ്യുന്നപക്ഷം ഈ രാജ്യത്തെ തൊഴിലില്ലായ്മക്ക് ഒരു വലിയ പരിഹാരം ഉണ്ടാകും. ഏതായാലും ഈ ഫാക്ടറിയിൽ ഉള്ള വലിയ യന്ത്രത്തിൽ ഘടിപ്പിച്ച് അനേകം ചെറിയ മെഷ്യൻസു ജോലിചെയ്യുന്നുണ്ട്. അതോടുകൂടി യോജിപ്പിച്ച് ജോലിചെയ്യത്തക്കവണ്ണം ചെറിയ ചെറിയ യന്ത്രങ്ങളും അച്ചുകളും മററുപകരണങ്ങളും ഇവിടെ തന്നെ ചെയ്തു നടത്തുന്നപക്ഷം ധാരാളം ജോലിക്കാൎക്കു ജോലി കൊടുക്കാൻ സാധിക്കും. ഈ വക സംഗതികളെല്ലാം ഗവർമ്മെൻറിൻെറ ശ്രദ്ധയിൽ കൊണ്ടുവരുവാനാണ് ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിച്ചിട്ടുള്ളത്. ഇങ്ങനെ എല്ലാം ചെയ്തു ജനങ്ങൾക്ക് കൂടുതൽ ജോലി കൊടുക്കണമെന്നുള്ള അപേക്ഷയോടുകൂടി വിരമിച്ചുകൊള്ളുന്നു.

**SARDAR DOGAR SINGH :** Sir, I am indeed glad to hear the honourable member's very, very good points. I shall try my best as far as possible to bear in mind these points and act up to them. The charge that the factory is not producing much was made by one of the honourable members. Sir, I am now employing 5,000 people and the honourable member must bear in mind that Rome was not built in a day. It may take some more time for the factory to reach and satisfy the highest expectation of the people.

**MR. N. VELU ACHARI :** I withdraw the motion, Sir.

The motion that Government be granted Rs. 3,04,600 under Demand X—Clay Refining and Porcelain Factory was put and carried.

The grant was made.

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## DEMAND XI—General Administration excluding Financial Secretariat, Accountant-General's Office, Treasury Department and Legislative Bodies. Rs. 3,28,224.

**RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR :** Sir, I rise to move for an allotment of Rs. 3,28,224 under Demand XI—General Administration excluding Financial Secretariat, Accountant-General's Office, Treasury Department and Legislative Bodies.

**Motion Nos. 1 to 4.**

The following motions were not moved:—

MR. K. MADHAVAN :

1. To reduce the allotment of Rs. 10,350 for salary to the Chief Secretary to Government by Rs. 5.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI :-

2. To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re. 1.

MR. K. P. KOCHUKORA THARAKAN :

3 To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re. 1.

MR. A. K. KUMARAN VAIDYAN :

4. To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Rs. 10.

**Motion No. 5.**

**MR. K. P. KOCHUKORA THARAKAN**: Sir, I beg to move the following motion :—

To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re. 1.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: Sir, I wish to draw the attention of the Chair to one impropriety underlying this motion. No Assistant Secretary has ever appointed another Assistant Secretary. These appointments are made by Government. Therefore, a motion of this nature should find a place under 'Directions'. If the Assistant Secretary or for that matter the Chief Secretary has anything to do with these appointments the motion would have been in order. It would be better, therefore, if these motions are allowed to be discussed under appropriate headings.

**PRESIDENT**: I wish to say something without casting the slightest possible reflection upon the honourable members' knowledge of procedure. Elsewhere and it is no reflection upon the capacity or the acumen of individual honourable members of the Legislature—elsewhere, the practice is that in regard to cut motions, wherever there is any doubt felt, the Secretary to the Council is consulted informally as to what heading should be given to each cut motion. That is one of the items of work of the Clerk of the Parliament. I think, it would be useful to adopt this procedure here also. An honourable member who wants to raise large questions of policy will generally confine his cut motion to the total grant or if he wants to move a motion on specific grants he should see that the motion comes under suitable and appropriate headings. I do not for a moment suggest that honourable members do not exercise sufficient care in sending their cut motions. But it will be advantageous if the Secretary to the Council is consulted before hand. I think the objections raised by the Legal Remembrancer are sound, and I will give the honourable member opportunity later for raising this matter.

The following motion was not moved :—

**Motion No. 6.**

MR. KANNANTHODATH JANARDANAN NAIR :

To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re 1.
(To discuss about the increase in the cost of administration).

**Motion No. 7.**

MR. PULIYUR T. P. VELAYUDHAN PILLAI :

To reduce the allotment of Rs. 900 for duty allowance to one Assistant Secretary for holding charge of the offices of the Secretaries to the Sri Mulam Assembly and the Sri Chitra State Council by Re. 1.
(To discuss about the desirability of the supply of the copy of the Budget to the members of the House at least a week before the official presentation of budget).

**PRESIDENT**: How could the question of salary of the Secretary come under this ?

**MR. PUTHUPALLI S. KRISHNA PILLAI**: It is not the business of the Secretary to the Assembly or the State Council to get the budget published and placed before the House in time.

**PRESIDENT** : As a matter of fact it is the responsibility of Government to allow these budgets released as early as possible. And the matter is engaging the attention of Government. Government are aware that the present system is rather unsatisfactory because it does not give sufficient time to the honourable members to get themselves prepared. Steps are being taken by Government to rectify.

**MR. KAINIKKARA M. PADMANABHA PILLAI** : May I point out Sir, that some time ago we used to get the budget a week before the commencement of the Session.

**PRESIDENT** : I know that.

The following motions were ruled out of order :

**Motion No. 10.**

MR. K. G. GOVINDAN :

To reduce the allotment of Rs. 15,000 for travelling allowance by Re. 1.

**Motion No. 11.**

MR. K. G. GOVINDAN :

To reduce the allotment of Rs. 15,000 for travelling allowance by Re. 1.

**Motion No. 12.**

MR. KAVIYOOR K. K. KOCHUKUNJU :

To reduce the allotment of Rs. 15,000 for travelling allowance by Re. 1.

**Motion No. 13.**

**MR. P. V. MATHAI CHEMPARATHY** (*Meenachil cum Todupuzha*) : Sir, I beg to move that Re. 1 may be reduced from the allotment of Rs. 2,62,481 for General and Revenue Secretariat.

The object of this motion is to bring to the notice of Government the desirability of starting Village Unions in all the villages in the country. Sir, this is the only scheme by which the condition of the villages in this country can be improved. If there is a village union in a particular village it will look after the welfare of the people of that village by providing their local needs. My experience with a village union is such that it further encourages me in the hope of seeing that all taluks are provided with village unions. The people of the village were the union works properly, feel satisfied. People understand that they can organise themselves for their benefits. They also are satisfied that the Government are working for their welfare. But Sir, there are so many local bodies which can be easily co-ordinated with a village union in a particular locality. By bringing forward this motion my object is only to point out to Government the necessity for starting village unions throughout the country so that it might enable the people of the locality to be more responsible for the welfare of their localities.

**MR. K. P. KOCHUKORA THARAKAN** : സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ ഹാർദ്ദവമായി പിൻതാങ്ങുന്നു. തിരുവിതാംകൂറിലെ വ്യ ൦ ശതമാനത്തിലധികം ജനങ്ങൾ താമസിക്കുന്ന ഗ്രാമങ്ങൾക്ക ഉയർച്ച വരാനുള്ള ഒരു മാർഗ്ഗം വില്ലേജ് യൂണിയന്റെ സ്ഥാപനമാണ്. കൃഷിസംബന്ധമായാലും കൊള്ളാം, കച്ചവടസംബന്ധമായാലും കൊള്ളാം, വ്യവസായ

[Mr. K. P. Kochukora Tharakan.]

സംബന്ധമായാലും കൊള്ളാം, ഏതിനും ഉപകരിയ്ക്കുന്ന ഒരു സ്ഥാപനമാണ് വില്ലേജു യൂണിയൻ. വൈദ്യസംബന്ധമായായാലും കൊള്ളാം, ഗ്രാമോദ്ധാരണസംബന്ധമായായാലും കൊള്ളാം, അങ്ങിനെയുള്ള ഒരു സ്ഥാപനമുണ്ടായാൽ തിരുവിതാംകൂറിലുള്ള ഏതു വില്ലേജും നാം ആശിക്കുന്നതിനെക്കാൾ വളരെ വേഗത്തിൽ ഉയർന്നു നല്ല സ്ഥിതിയിൽ എത്തുന്നതിനു സാധിയ്ക്കും. കച്ചവടം, കൃഷി, വ്യവസായം ഈ വിഷയങ്ങളിൽ പ്രവർത്തിക്കുന്നതിനു ഗ്രാമവാസികളെ സഹായിക്കാൻ ഈ യൂണിയനു കഴിയും. അതുപോലെ തന്നെ ഗവർമ്മെൻറിൽനിന്നും കൊടുക്കുന്നതായ കൃഷിലോൺ, ക്രോപ്പുലോൺ മുതലായ കടങ്ങൾ ഈ യൂണിയൻവഴി കൊടുക്കുകയാണെങ്കിൽ, വാങ്ങിക്കുന്നവരുടെ സ്ഥിതിയെന്താണെന്നു മനസ്സിലാക്കി കൊടുക്കുന്നതിനും തന്നിമിത്തം ഗവർമ്മെൻറുപണം കുഴപ്പത്തിലാകാതിരിക്കുന്നതിനും സഹായിക്കും.

ശരിയായ നിലയിൽ വില്ലേജ് യൂണിയൻ നടത്തികൊണ്ടു പോയാലെ അതുകൊണ്ടുള്ള വിശേഷം ജനങ്ങൾക്കുണ്ടാവുകയുള്ളു. എല്ലാ വില്ലേജ് യൂണിയനിലും സമർത്ഥന്മാരും യോഗ്യന്മാരും ആയ ആളുകളെ നിയമിച്ചു അതിൻെറ അഭിവൃദ്ധിക്കായി ജോലി ചെയ്യിക്കണം. അതിൻെറ മേൽനോട്ടത്തിനു സമർത്ഥന്മാരായ ഏതാനും പേരെ നിയമിച്ച് വേണ്ട വിധം ജോലി ചെയ്യിപ്പിയ്ക്കുകയും വേണം. ഇന്നു കൃഷിക്കുള്ള ഒരു വലിയ ദോഷം നല്ല വിത്തു കിട്ടുന്നില്ല, നല്ല വളം കിട്ടുന്നില്ല, ആരോഗ്യമുള്ള കന്നുകാലികളെ കിട്ടുന്നില്ല, വേണ്ടതുപോലെ കൃഷി ആയുധങ്ങൾ കിട്ടുന്നില്ല എന്നുള്ളതാണ്. ഈ വക സംഗതികളിലെല്ലാം വില്ലേജു യൂണിയൻ വഴി പ്രവർത്തിക്കാൻ സാധിക്കും. ഇപ്പോൾ ക്രോപ്പുലോൺ കൊടുക്കുന്നുണ്ടു. വിളവെടുപ്പു സമയത്തു പണം മടക്കി കൊടുക്കാതെയും ഇരിക്കുന്നുണ്ട്. ഇന്നത്തെ കൃഷിവായ്പ അധികവും ആഭരണമുണ്ടാക്കുന്നതിനും കെട്ടിടം പണിയിയ്ക്കുന്നതിനും കുട്ടികളെ വിദേശത്തു അയച്ചു ഉപരി വിദ്യാഭ്യാസം ചെയ്യിയ്ക്കുന്നതിനും ആണ് ഉപയോഗിക്കുന്നതു്. ക്രോപ്പുലോൺ തന്നെ നൂറോ നൂററിയൻപതോ രൂപക്കുമേൽ സാധാരണ കൊടുക്കേണ്ട ആവശ്യമില്ല. അതു തന്നെ ചുരുങ്ങിയ കാലാവധിയ്ക്കു അതായതു അഞ്ചോ ആറോ മാസകാലത്തേക്കു കൊടുത്താൽ മതിയാകും. ഇങ്ങിനെ കൊടുക്കുന്ന കടമെല്ലാം അതാതു ആവശ്യങ്ങൾക്കു തന്നെയാണോ ഉപയോഗിക്കുന്നതെന്നു വില്ലേജ് യൂണിയനു അറിയാൻ കഴിയും. അപ്രകാരം കർഷകക്കു കൃഷി ഉപയോഗത്തിനു കൊടുക്കുകയും കൃഷിയുടെ വിളവ് എടുപ്പ് സമയത്തു തിരികെ വാങ്ങിയ്ക്കുകയും ചെയ്താൽ കൃഷിക്കാർക്കു കടം വർദ്ധിയ്ക്കാതെയും ഗവർമ്മെൻറിനു പണം തിരിയെ കിട്ടുന്ന

തിനു വിഷമമില്ലാതെയും ഇരിയ്ക്കും. അതുപോലെതന്നെ വില്ലേജ്യൂണിയന്റെ മേൽനോട്ടത്തിലും ചുമതലയിലും കോ-ഓപ്പറേറ്റീവ് സൊസൈററികൾ ഉണ്ടാക്കി ഉല്പന്നങ്ങളെ ശേഖരിച്ചു നല്ല വിലയ്ക്കു വില്ക്കുന്നതിനും കർഷകൎക്കു പണം അത്യാവശ്യംപോലെ സാമാന്യം ലോൺ വെയ്പിച്ച് കൊടുക്കുന്നതിനും വിററുവരുന്ന പണം ലോൺ വാങ്ങിയിട്ടുള്ളതു കഴിച്ചു കൃഷിക്കാൎക്കു കൊടുത്തു അവരെ സഹായിക്കുന്നതിനും ഉപകരിയ്ക്കും. വില്ലേജുകളിലെ വഴി, കുളം, മുതലായതു വേണ്ടതുപോലെ സംരക്ഷിയ്ക്കുന്നതിനും ഈ ഏർപ്പാടു പ്രയോജനപ്പെടും എന്നുമാത്രമല്ല വില്ലേജുകളിൽ താമസിയ്ക്കുന്നവരുടെ സകല സൌകൎയ്യാദികളും അന്വേഷിയ്ക്കുന്നതിനും ഈ വില്ലേജു യൂണിയൻ പ്രയോജനപ്പെടുമെന്നും അതിനാൽ കഴിയുന്നതും വേഗത്തിൽ എല്ലാ വില്ലേജുകളിലും യൂണിയൻ സ്ഥാപിച്ചു വേണ്ടതു പ്രവൃത്തിയ്ക്കണമെന്നും ഞാൻ ഗവൺമെന്റിനെ ഉൽബോധിപ്പിയ്ക്കുന്നു.

MR. THARIATHU KUNJITHOMMAN (*Moovattupuzha cum Devicolum*): സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ ബലമായി പിൻതാങ്ങുന്നു. ഭരണപരിഷ്കാരത്തിന്റെ അസ്ഥിവാരം വില്ലേജിൽതന്നെ ആദ്യം കൊടുക്കേണ്ടതാണ്. ഓരോ വില്ലേജിലേയും ആവശ്യങ്ങളെ അതിന്റെ യഥാൎത്ഥരൂപത്തിൽ അധികാരികളെ അറിയിക്കുന്നതിനും മററും ഉത്തമരൂപത്തിൽ ഏൎപ്പെടുത്തിയിട്ടുള്ള ഒരു സമ്പ്രദായമാണ് ഈ വില്ലേജ്‌യൂണിയൻ. ഗവൺമെന്റിനാണെങ്കിൽ ഓരോ കാൎയ്യങ്ങളെ സംബന്ധിച്ച് നാട്ടിന്റെ ഓരോ ഭാഗത്തുനിന്നും പരാതികൾ വരും. ഈ പരാതികളിൽ സത്യമേത്, അസത്യമേത്, വിശ്വസിക്കത്തക്കതേത്, അങ്ങനെ ചെയ്യാൻ പാടില്ലാത്തതേത് എന്നു തിരിച്ചറിവാൻ ഗവൺമെന്റിനെക്കൊണ്ടു സാദ്ധ്യമായി എന്നു വരുന്നതല്ല. ഗവൺമെൻറുദ്യോഗസ്ഥന്മാരുടെ അന്വേഷണഫലങ്ങളും എപ്പോഴും ശരിയായിരിക്കുകയില്ല. അതുകൊണ്ടു ഈ കാൎയ്യനിൎവഹണത്തിനായി വില്ലേജു യൂണിയനെത്തന്നെ വേണ്ടവിധം സംഘടിപ്പിച്ചാൽ അതുകൊണ്ടു ഗവൺമെന്റിനും ജനങ്ങൾക്കും ഒരുപോലെ പ്രയോജനം സിദ്ധിക്കുന്നതാണ്. തന്നെയുമല്ല, ഭരണപരിഷ്കാരം എപ്പോഴെങ്കിലും ഗവൺമെൻറ് നടപ്പിലാക്കാൻ ഉദ്ദേശിക്കുന്നുണ്ടെങ്കിൽ വില്ലേജുകളിലെ ഭരണകാൎയ്യങ്ങൾ അവരെക്കൊണ്ടു സ്വയം നടപ്പിൽ വരുത്തുന്നതിനും അവിടത്തെ ആളുകൾ തമ്മിൽ യോജിച്ചു ആലോചിച്ചു കാൎയ്യങ്ങൾ നടത്തുന്നതിനുമുള്ള ഒരു പരിശീലനം സിദ്ധിക്കുന്നതിനായി ഈ വില്ലേജുയൂണിയ

[Mr. Thariathu Kunjithomman.]

നെത്തന്നെ പ്രഥമപടിയായി കൈക്കൊള്ളേണ്ടതാണെന്നാണു് എന്റെ അഭിപ്രായം. എന്നാൽ ഈ യൂണിയനുകളുടെ ഇപ്പോഴത്തെ നില വളരെ പരിതാപകരമാണു്. ഇതു് ആരംഭിച്ചപ്പോൾ ഏററവും ഉന്നതമായ ഒരാശയും ആസക്തിയും ഇവിടത്തെ ഒരു വലിയവിഭാഗം ജനങ്ങൾക്കുണ്ടായിരുന്നു. ഇതിനു ഒരു നല്ലഭാവിയുണ്ടാകുമെന്നു് എല്ലാവരും ആശിച്ചിരുന്നു. ഭരണപരിഷ്കാരത്തിനായി ജനങ്ങളിൽ ഒരു വിഭാഗമാളുകൾ മുറവിളികൂട്ടിക്കൊണ്ടിരിക്കയും ചിലർ വിധ്വംസകപ്രസ്ഥാനങ്ങളിൽ ഏർപ്പെട്ടുകൊണ്ടിരിക്കയും ചെയ്തുകൊണ്ടിരുന്ന ഒരു ഘട്ടത്തിലാണല്ലോ വില്ലേജുയൂണിയനുകൾ സ്ഥാപിക്കപ്പെട്ടതു്. ആ സമയത്തു ഭരണപരിഷ്ക്കാരവിഷയമായി ഉൽക്കണ്ഠപ്പെട്ടിരിക്കുന്ന ജനങ്ങളോടു് "കുറേശ്ശക്കുറേശ്ശെയായി ഭരണപരിഷ്കാരം ജനങ്ങൾക്കു തരുന്നതിനു ഗവൺമെന്റിനെപ്പോഴും സന്തോഷമേയുള്ളു, അതുകൊണ്ടാണു ആദ്യപടിയായി ഇപ്പോൾ ഈ വില്ലേജുയൂണിയൻ നിങ്ങൾക്കു തന്നിരിക്കുന്നതു്" എന്നെല്ലാം ഈ ഞാൻതന്നെ പറഞ്ഞു സമാധാനപ്പെടുത്തിയിട്ടുണ്ടു്. എന്റെ സ്വദേശത്തു ഒരു വില്ലേജുയൂണിയനുണ്ടു്. ഞാൻ അതിലെ ഒരു മെമ്പർകൂടിയാണു്. വാസ്തവത്തിൽ ആ യൂണിയൻ യാതൊന്നും ചെയ്യുന്നില്ല. പല യോഗങ്ങൾകൂടി പല നിശ്ചയങ്ങൾചെയ്തു ഗവൺമെന്റിലേക്കു് അയച്ചു. അതിൽ ഒരു കാര്യത്തെക്കുറിച്ചും ഗവൺമെന്റു ഗൌനിച്ചിട്ടില്ല. ഇപ്പോൾ അതു നിർജ്ജീവാവസ്ഥയിൽ കിടക്കുകയാണു്. ഇനിയും വില്ലേജുയൂണിയനുകൾ സ്ഥാപിക്കാൻ പോകുന്നതായി കേൾക്കുന്നു. എന്തിനാണു് ഇപ്രകാരം നിർജ്ജീവമായ കുറെ യൂണിയനുകൾ ഇനിയും സൃഷ്ടിച്ചുവിടുന്നതു്. ഉള്ള യൂണിയനുകളെ നന്നാക്കുകയും അഭിവൃദ്ധിപ്പെടുത്തുകയുമാണു് ആദ്യമായി ചെയ്യേണ്ടതു്. അല്ലാതെ യൂണിയനുകളുടെ എണ്ണം കൂട്ടുകയും അതുകൊണ്ടു രാജ്യത്തിനു ഒരു പ്രയോജനവും ഉണ്ടാകാതിരിക്കുകയും ചെയ്യുക എന്നുള്ളതു ഗവൺമെന്റിനോ ജനങ്ങൾക്കോ അഭിമാനകരമായിട്ടുള്ളതല്ല. ഞാൻ മുമ്പു പറഞ്ഞതുപോലെ ജനാവശ്യം അറിഞ്ഞു ഭരണപരിഷ്കാരം ഗവൺമെന്റു് ഏർപ്പെടുത്തുന്നതിന്റെ ആദ്യത്തെ പടിയായി വില്ലേജുയൂണിയൻ ഏർപ്പെടുത്തിയിരിക്കുകയാണെന്നും പറഞ്ഞു സമാധാനപ്പെടുത്തിയ ആളുകൾ ആ യൂണിയനുകളെപ്പററി എന്നോടു ചോദിച്ചാൽ വാസ്തവത്തിൽ ഞാൻ അങ്ങനെ പറഞ്ഞല്ലോ എന്നു സങ്കടപ്പെടേണ്ടതായി വരും. അത്ര അബദ്ധമായഒരു പ്രസ്താവനയാണു ഞാൻ അന്നു ചെയ്തതു് എന്നു തോന്നിയിട്ടുണ്ടു്. ഇതിന്റെ കാരണമെന്താണു്? ഇത്ര അധഃപതിച്ച ഒരു നില വില്ലേജുണിയനു എന്തുകൊണ്ടുണ്ടായി? ഇതിനെപ്പററി ഗവൺമെന്റു് ആലോചിക്കേണ്ടതാണു്.

വില്ലേജ്യൂണിയനുകൾ സ്ഥാപിച്ചിരിക്കുന്ന സ്ഥലങ്ങൾക്കുതന്നെ ഒരു പിശകു പററിയിട്ടുണ്ടു്. സാധാരണയായി ഒരു താലൂക്കുതഹശീൽദാർ ആയിരിക്കുമല്ലോ യൂണിയൻ പ്രസിഡൻറു്. അതുകൊണ്ടു താലൂക്കിന്റെ തലസ്ഥാനത്താണ് ഇതു ആദ്യമായി സ്ഥാപിക്കേണ്ടിയിരുന്നതു്. എന്നാൽ ഇപ്പോൾ അവിടെനിന്നും വളരെ ദൂരമുള്ള പകുതികളിലും വില്ലേജുകളിലുമാണു ഇതു സ്ഥാപിച്ചിരിക്കുന്നതു്. അതുകൊണ്ടു താലൂക്കുദ്യോഗസ്ഥന്മാരുടെ സഹകരണം ശരിയായവിധത്തിൽ ഉണ്ടാകുന്നില്ല. അവക്കു പിടിപ്പതു ജോലികൾ ഉണ്ടു്. അതിനാൽ ഈ യൂണിയൻകാര്യത്തിൽ ശ്രദ്ധപതിപ്പിക്കുവാൻ സമയം കിട്ടുകയില്ല. പോരെങ്കിൽ അവക്കു അവരുടെ താലൂക്കിലെ പട്ടണം പരിഷ്ക്കരിക്കുന്നതിനും അഭിവൃദ്ധിപ്പെടുത്തുന്നതിനും ആയിരിക്കും കൂടുതൽ താല്പര്യമുണ്ടാകുക. എങ്കിൽ മാത്രമെ അവരുടെ പേരിനു പ്രശസ്തി ലഭിക്കുകയുള്ളൂ. ആ നിലക്കു അവർ വില്ലേജിനെ ഉപേക്ഷിച്ചിരിക്കുകയാണു്. എന്നാൽ വില്ലേജിനെയാണു പ്രധാനമായി സൂക്ഷിക്കുവാൻ. ചുവടു നനച്ചാലേ ശിഖരത്തിൽ കായുണ്ടാകുകയുള്ളൂ. അതുകൊണ്ടു് ഓരോ താലൂക്കുതലസ്ഥാനങ്ങളിൽ വില്ലേജുയൂണിയനുകൾ സ്ഥാപിക്കുന്ന ഏർപ്പാടു വളരെ നല്ലതാണു്.

അതാതു യൂണിയനതൃത്തിക്കുള്ളിൽ ചെലവാക്കേണ്ട പണത്തിന്റെ ഒരു ക്ലിപ്തസംഖ്യ യൂണിയൻതന്നെ ചെലവാക്കുന്നതിനു സ്വാതന്ത്ര്യം കൊടുക്കണം. അവിടെ തഹശീൽദാർ വന്നു ഇടപെടേണ്ട ആവശ്യം ഇല്ല. വൈസ് പ്രസിഡൻറായി ആരെയെങ്കിലും തെരഞ്ഞെടുക്കാമെന്നു ഇതിന്റെ ചട്ടത്തിൽ പറയുന്നുണ്ടു്. എന്നാൽ ആരെയും തെരഞ്ഞെടുത്തിട്ടുള്ളതായി അറിഞ്ഞിട്ടില്ല. സ്ഥാപിച്ചിട്ടുള്ള വില്ലേജുയൂണിയൻ നല്ല നിലയിൽ നടത്താൻ ശ്രമിച്ചിട്ടു് പുത്തൻ യൂണിയനുകൾ സ്ഥാപിക്കുവാൻ ശ്രമിക്കണം. അല്ലെങ്കിൽ അതു ഗവമ്മെൻറിനും അതിൽ ചേരുന്ന ആളുകൾക്കും പോരായ്മയായിരിക്കും.

പത്തോ അഞ്ഞൂറോ രൂപായുടെ ഒരു പദ്ധതി അംഗീകരിക്കുവാൻ ഈ യൂണിയനുകൾക്കു അധികാരമുണ്ടായിരിക്കണം. അതിൽ കുറെഭാഗം ജനങ്ങൾതന്നെ ചെലവാക്കുവാൻ അനുവദിക്കണം. കുറെ ഭാഗം ഗവമ്മെൻറു കൊടുക്കണം. ഇപ്പോൾ ഇങ്ങനെ ഒരു പദ്ധതിയുണ്ടാക്കി ഗവമ്മെൻറിലേക്കയച്ചാൽ കുറെ മാസം അങ്ങിനെ അവിടെ കിടക്കും. തഹശീൽദാർമുതൽ പടിപടിയായി മുകളിലേക്കു പോയി മററു ഫയലുകളുടെ കൂട്ടത്തിൽ ഇതും കിടക്കും. അതുകൊണ്ടു കാര്യസാദ്ധ്യത്തിനു വളരെ താമസമുണ്ടു്. ഒടുവിൽ ഗവമ്മെൻറു് അതു അംഗീകരിക്കും. പക്ഷെ തോടുകളൊ കിണറുകളൊ മററൊ വർഷകാലത്തിനു മുമ്പു പണിയേണ്ട

[Mr. Thariathu Kunjithomman.]

താണെന്നു കണ്ടു അതിലേക്കു ഒരു പദ്ധതി ഗവണ്മെൻറിലേക്കു സമർപ്പിക്കുന്നപക്ഷം വർഷകാലം തുടങ്ങുമ്പോഴായിരിക്കും അതു അംഗീകരിച്ചു വരുന്നതു്. അതുകൊണ്ടു യാതൊരു പ്രയോജനവുമില്ല. അതിനാൽ ഈ വകക്കുള്ള ഒരു ക്ലിപ്തസംഖ്യയെങ്കിലും ആരുടെയും നിയന്ത്രണം കൂടാതെ അതാതു യൂണിയനുതന്നെ ചെലവാക്കാമെന്നുള്ള ഒരു നയം ഗവണ്മെൻറു് അവലംബിക്കേണ്ടതാണു്. ഇത്രയും പറഞ്ഞുകൊണ്ടു ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

**MR. KOTTALIL P. ABRAHAM**: Sir, I also wish to support the motion. I need not impress upon the House or the Government the necessity and the usefulness of village unions. Some village unions were started about two years ago and it is the proposal of the Government to start further unions next year also.

From my experience I may say that it is very unfortunate to have as presidents of these unions the taluk Tahsildars who generally live in their Taluk headquarters far away from the headquarters of the unions which are situated in pakuthies considered to be backward. Another thing is that the members of these unions are at present nominated by Government so much so the different parts of the same pakuthy are not properly represented in the union. There are instances where differences of opinion exist among the members themselves with regard to the extending of concessions to particular areas comprised within the union. These differences will be removed only if all the different areas of the union are represented by an adequate number of members of each union. Want of representatives from each area does mainly affect the interests of the places. These representatives must be elected by the public of the pakuthy or pakuthies included in the village union. In the working of these unions, I would request Government to have a control over their recommendations until they become sufficiently reliable and satisfactory. The institution is good inasmuch as the village union forms a nucleus of self-government. With these words, I support the motion.

**MR. A. K. KUMARAN VAIDYAN**: സർ, മത്തായി ചെമ്പരത്തി അവതരിപ്പിച്ച ഉപക്ഷേപത്തെ ഞാൻ പിൻതാങ്ങുന്നു. രണ്ടു കൊല്ലമായി തിരുവിതാംകൂറിൽ വില്ലേജുയൂണിയൻ സ്ഥാപിച്ചിട്ടു്. എന്നാൽ കടലാസിൽ ഇങ്ങനെ യൂണിയൻ സ്ഥാപിച്ചിട്ടുണ്ടെന്നു കാണുകയല്ലാതെ പ്രവൃത്തിയിൽ വന്നിട്ടില്ല. ഞാൻ ഉൾപ്പെടുന്ന കോട്ടുവള്ളി വില്ലേജുയൂണിയനിലെ കഥ അപ്രകാരമാണു്. ഉദ്യോഗസ്ഥന്മാരാണു് ഇത്തരം യൂണിയനുകളുടെ പ്രസിഡൻറന്മാർ. അവരുടെ സമയവും സൌകര്യവും നോക്കിയാണു യോഗങ്ങൾ കൂടുന്നതു്. ഇരുപതു യോഗങ്ങൾ കൂടാനായി തീരുമാനിച്ചാൽ പക്ഷെ ഒന്നോ മറേറാ നടന്നെങ്കിലായി. ആലുവായിലെ പി. ഡബ്ളിയു. ഡി. സെക്ഷനാഫീസർ അവർകൾ, പത്തു പന്ത്രണ്ടു യോഗങ്ങൾ കൂടിയതിൽ രണ്ടോ നാലോ യോഗങ്ങൾക്കു മാത്രമെ വന്നിട്ടുള്ളു. കിണറുകൾ

മുതലായവ വെട്ടിക്കുന്നതിലേക്കു എസ്റ്റിമേററു തയാറാക്കുന്നതിനും മററും അവർതന്നെ വേണമല്ലൊ എന്നു കരുതിയാണു അവരുടെ സാന്നിധ്യത്തെക്കൂടി ആഗ്രഹിക്കുന്നതും പ്രതീക്ഷിക്കുന്നതും. അവക്കും ജോലിത്തിരക്കുള്ളതുകൊണ്ടു ഈ യോഗങ്ങളിൽ ഹാജരാകുന്നതിനു വേണ്ടിടത്തോളം സമയം ലഭിക്കുകയില്ല. ഭരണപരിഷ്കാരപരമായി ജനങ്ങൾക്കുള്ള അഭിലാഷത്തെ നിറവേററുന്നതിന്റെ പ്രഥമപടിയായി സ്ഥാപിച്ചിട്ടുള്ളതാണല്ലൊ ഇത്തരം യൂണിയനുകൾ. ആ അത്ഥത്തിൽ നോക്കുമ്പോൾ ഇത്തരത്തിലുള്ള വില്ലേജുയൂണിയനുകളുടെ പ്രവത്തനങ്ങളെ പരിഗണിക്കുന്നപക്ഷം ഇവിടെ യാതൊരു ഭരണവും ജനങ്ങളെ ഏല്പിക്കരുതെന്നു പറയാൻ തോന്നിപ്പോകും. അതിനു കാലമായിട്ടില്ല. വില്ലേജുയൂണിയന്റെ ഭരണം വിട്ടുകൊടുത്തിരുന്നതു് ലാൻറു റവന്യൂകമ്മീഷണക്കായിരുന്നു. അദ്ദേഹത്തിനു ഇങ്കംടാക്സ്, പരസ്പരസഹായസംഘം എന്നിങ്ങനെ മററു ഡിപ്പാർട്ടുമെൻറുകളിലെ ചുമതല കൂടിയുണ്ടായിരുന്നു. അതിനാൽ യൂണിയന്റെ കാര്യം നോക്കുന്നതിനു സമയം കിട്ടിയിരുന്നില്ല. എന്നാൽ ആ അധികാരം പേഷ്കാക്കു വിട്ടുകൊടുത്തിരിക്കുന്നതുകൊണ്ടു സമത്ഥന്മാരായിരിക്കുന്ന പേഷ്കാരന്മാർ ഇരിക്കുന്ന സ്ഥലത്തെ വില്ലേജുയൂണിയനെങ്കിലും നല്ല നിലയിൽ വരുമെന്നു ആശിക്കാം. വില്ലേജുയൂണിയനിലേക്കു നാമിനേററു ചെയ്യുന്ന ആളുകൾക്കു ജോലിക്കൂടുതലുണ്ടു്. അതിനാൽ എനിക്കു തോന്നുന്ന ഒരു പദ്ധതി പറയാം. യൂണിയനതൃത്തിക്കകത്തുള്ള പ്രായപൂർത്തി ഉള്ളവക്കു വോട്ടവകാശം കൊടുക്കണം. അവർ തിരഞ്ഞെടുക്കുന്ന പ്രതിനിധികളെ യൂണിയൻ അംഗങ്ങളായി തിരഞ്ഞെടുക്കണം. അങ്ങനെ വരുമ്പോൾ യൂണിയൻ പ്രവർത്തനങ്ങൾക്കു് പററിയവിധത്തിലുള്ള ആളുകൾ അംഗങ്ങളായിവരും.

അടുത്തകാലത്തു് ഞാൻ ഉൾപ്പെട്ട യൂണിയനതിൽനിന്നും രണ്ടുമൂന്നു കിണറുകൾക്കായി എസ്റ്റിമേററു് തയാറാക്കാൻ പി. ഡബ്ളിയു. ഡി. സെക്ഷൻ ആഫീസരെ ഏല്പിച്ചിരുന്നു. അദ്ദേഹം കുറെ മാസങ്ങൾക്കുമുമ്പു് എസ്റ്റിമേററു് തയാറാക്കുകയും ഗവമെൻറിലേക്കയക്കുകയും ചെയ്തു. എന്നാൽ കഴിഞ്ഞമാസം ൨൩-ാം തീയതിയാണു അതനുവദിച്ചുവന്നതു്. വർഷം തുടങ്ങിയതുകൊണ്ടു് ഈയാണ്ടിൽ അതിന്റെ പണിനടത്താൻ നിവൃത്തിയില്ലാതെയിരിക്കുന്നു. അടുത്തവർഷത്തേക്കു തുക ലാപ്സായിപ്പോകുകയും ചെയ്യും. ഒരാൾ കൊടുക്കുന്ന കരത്തിൽ ഒരു രൂപയ്ക്കു് ഒരു ചക്രംവീതം വില്ലേജുയൂണിയനിലേക്കു് എടുക്കണമെന്നാണല്ലോ നിയമം. എന്നാൽ ഇപ്പോഴത്തെ സാമ്പത്തികാധഃപതനം നിമിത്തം പൊതുജനങ്ങൾ അതിനെ പ്രോത്സാഹിപ്പിക്കുന്നില്ല. അതു

[Mr. A. K. Kumaran Vaidyan.]

കൊണ്ടാണ് അതിനു തടസ്സമായിരിക്കുന്നത്. വില്ലേജുയൂണിയന്റെ പ്രവർത്തനത്തിനായി പ്രത്യേകം ക്ലാർക്കന്മാരെ വച്ചില്ലെങ്കിൽ കാര്യങ്ങൾ ശരിയായി നടക്കുകയില്ല. ഇപ്പോൾ ഒരു പ്രവർത്തിയാരെയാണ് ഈ ജോലി ഏല്പിച്ചിരിക്കുന്നത്. കൂടാതെ താലൂക്കിലെ ഒരു ക്ലാർക്കിനെയും ചുമതലപ്പെടുത്തിയിട്ടുണ്ട്. അനവധി ജോലി താലൂക്കിൽതന്നെ ഉള്ളപ്പോൾ ഈ ജോലികൂടി ഏൽപ്പിച്ചാൽ അവർ എന്തു ചെയ്യും. അതിനാൽ ഇതിനെപ്പററി പൊതുജനങ്ങൾക്ക് കൂടുതൽ തൃപ്തിയും ഉത്സാഹവും വരത്തക്കവിധത്തിൽ ഇതിന്റെ പ്രവർത്തനങ്ങൾക്കായി ഒരു പ്രത്യേകം ക്ലാർക്കിനെത്തന്നെ ചുമതലപ്പെടുത്തണമെന്നപേക്ഷിക്കുന്നു.

MR. KANNANTHODATH JANARDANAN NAIR : Sir, I would not have spoken on this motion but for a few remarks given expression to by the previous speaker. He said that the working of these unions is so bad that the people of the State are not entitled to any self-government. I am of a different opinion. In the matter of education, in the matter of intelligence and in the matter of abilities our nation is not behind any other in the world, the only thing lacking is opportunity. If we also get opportunities we will be able to prove the correctness of my conviction and statement. The only thing that matters and that stands in the way of our progress is communalism. My honest opinion is that the moment we are able to get self-government communalism will be wiped out.

MR. K. R. NARAYANAN : ഉത്തരവാദഭരണം ലഭിച്ച ഇൻഡ്യൻപ്രോവിൻസുകളിൽ സാമുദായികമനോഭാവം കാണിച്ചിട്ടില്ലെന്നാണോ പറയുന്നത്?

MR. KANNANTHODATH JANARDANAN NAIR : അവിടെ ഉത്തരവാദഗവൺമെൻറ് ഒന്നുംതന്നെ ചെയ്തിട്ടില്ല. അഥവാ വല്ലതും പ്രവർത്തിച്ചിട്ടുള്ളകാലത്തുതന്നെ ഈ സാമുദായികമനോഭാവത്തെ നീക്കാൻ പലതും ചെയ്തിട്ടുണ്ട്.

MR. K. R. NARAYANAN : അവർ അങ്ങനെ പറയുന്നു എന്നല്ലാതെ വാസ്തവത്തിൽ സാമുദായികമനോഭാവത്തോടുകൂടിയ പ്രവർത്തനങ്ങളല്ലേ അക്കാലത്തു അവിടെ ഉണ്ടായിട്ടുള്ളതു്?

MR. KANNANTHODATH JANARDANAH NAIR : ഞാൻ അങ്ങനെ മനസ്സിലാക്കിയിട്ടില്ല. ഞാൻ ഒരു സാമുദായികവാദിയല്ലാത്തതുകൊണ്ടു മറെറാരു വീക്ഷണകോണത്തിൽക്കൂടെ അവരുടെ പ്രവർത്തികളെ പരിശോധിച്ചിട്ടുമില്ല. അങ്ങനെ ഉണ്ടായിട്ടുള്ള പരാതികളെ തെളിയിക്കുന്നതിന് പരാതിക്കാർക്ക് സാധിച്ചിട്ടുമില്ല. എന്തായാലും ജനങ്ങളിലുള്ള സാമുദായികമനോഭാവത്തെ നീക്കംചെയ്‌വാൻ അവർ പലതും ചെയ്തിട്ടുണ്ട്.

**MR. K. R. NARAYANAN :** ഏതെങ്കിലും ഒരു സമുദായത്തിന്റെ ആവശ്യത്തെപ്പററി സംസാരിക്കുന്നതു് നല്ലതല്ലെന്നാണോ മെംബറിന്റെ അഭിപ്രായം?

**MR. KANNANTHODATH JANARDANAN NAIR :** അവനവന്റെ സമുദായത്തെപ്പററി ആൎക്കും സംസാരിക്കാൻ അവകാശമുണ്ടു്. അപ്രകാരം, ഓരോരുത്തൎക്കും ഉള്ള അവകാശത്തെപ്പററി ഞാൻ ചോദ്യം ചെയ്യുന്നില്ല അതു് എടുത്തുകളയണമെന്നും ഞാൻ പറയാറില്ല. പറയുകയുമില്ല. എന്നാൽ നമ്മുടെ രാഷ്ട്രീയപുരോഗതിക്ക് തടസ്സമായി നിൽക്കുന്ന ഒരേ ഒരു സംഗതി ഈ സാമുദായികമനോഭാവമാണെന്നു വിശ്വസിക്കുന്നവരിൽ ഒരാളാണു ഞാൻ.

When I take up the question of the village unions in Travancore, I am reminded of the vigilance committees organised under the auspices of the retired Commissioner of Police. There was the practice for the Police Inspector to nominate a few members for the vigilance committee. The work of those committees was something like a superintendence over the local Police administration. When the Inspectors were asked to recommend names they recommended the names of only those who hung after them as semi-servants. In a like manner members are nominated to the village unions. Very little consideration is paid to the respectability or the abilities of the people selected to the unions.

**MR. VARKALA K. MADHAVAN:** Who are the members of the union he is referring to ?

**MR. KANNANTHODATH JANARDANAN NAIR :** I do not want to mention names for that will be condemning particular persons, which is not in accordance with the policy I pursue in my public work.

Then again, who are the presidents of these unions? Invariably, it is the Tahsildar or some other officer.

The Village Unions Act was passed about a decade ago. We have recently established not more than two dozen unions in Travancore. If my information is correct, the rule is that these unions collect some amount from the locality and the Government pay an equal amount as contribution. Such funds are expected to be spent on conservancy, lighting and such other village needs. Sir, in Mysore 1500 village unions are working. They have in the past collected more than two or three lakhs of rupees every year besides the contributions from Government. But here I find from an answer given by the Chief Secretary that these unions could not collect any amount last year though the Government were pleased to give a sum of Rs. 18,000. That is the state of affairs here. So I earnestly urge upon the Government to reorganise the village unions so that these are entirely in the hands of the public working usefully and efficiently, and paving the way for the attainment of a self-government in the State. I support the motion.

MR. N. NARAYANA KURUP: Sir, I support the motion purely on selfish grounds, namely, local patriotism.

The Village Unions Act itself is the outcome of the intention of Government to improve the condition of the villagers in the State. It is true that if every village is improved in all respects, the State which is the group of villages, will also be improved.

MR. KANNANTHODATH JANARDANAN NAIR: May I know from the honourable member whether there are villages in Travancore similar to those in British India?

MR. N. NARAYANA KURUP: I do not think there is any such village.

Sir, the people have taken the Act as an Act for the welfare of the people of the State. Knowing the working of these unions, I am of opinion that these unions are doing good work for the progress of the villages where they are started.

I wish to bring to the notice of Government about two villages in the Ambalapuzha Taluk. There is one at Champakulam and another at Nedumudi. The villagers in these places, in meeting assembled, requested the Government, about a year ago, to sanction a village union for them. I am sorry to say that the Government have not yet been pleased to sanction a union to these places.

I would also request Government for another village union for Shertala. The people of these villages in Champakulam and Nedumudi have not got sufficient supply of drinking water and even the water they get from canals and rivers is polluted. Government are partly responsible for the pollution of this water. Boats are allowed to be run through these canals, and the passengers are contaminating the water during their travels; for they do not make any law to prevent such pollution. Even water transport is conducted through such drinking water. The Government will be able to provide for good drinking water in Kuttanad by making tube wells in each pakuthy; if it is costly, it is easy to make three or four ordinary wells for each pakuthy in Kuttanad; if a village union is started there is every scope for the people in the village without distinction of caste or creed to work together for the progress of the village. Consequently, the communal feelings will slowly bid goodbye to the locality. Therefore, in supporting this motion I request Government to sanction a village union for Nedumudi and Champakulam and also one union for Shertala.

MR. K. KUNJU PANICKAR: I beg to offer some remarks on the motion before the House. The village union which was started by Government was started with very good intentions. We have got more than 400 pakuthies in Travancore and if in course of time we have 400 village unions in all the 400 and odd pakuthies, that would be a very glorious day for Travancore. Just like the Soviet Union which has rendered immense service to the Russian agriculturists and industrialists, so also in Travancore village union is capable of rendering immense service to the land.

**MR. M. SIVATANU PILLAI**: May I know whether the member is in a position to assure the House that the Soviet Union has done so much?

**MR. K. KUNJU PANICKAR**: I have read in papers and books to that effect and believe there is no grievance of unemployment in Soviet Russia or scrambles for food.

**MR. M. SIVATANU PILLAI**: May I know the source of that information?

**MR. K. KUNJU PANICKER**: I have gathered that information from papers and books.

**MR. M. SIVATANU PILLAI**: From which paper please may I know?

**MR. K. KUNJU PANICKER**: I have read some literature about it.

Just as other institutions are working for the amelioration of the people in general, so these village unions can do immense service to the land; and in the matter of village unions, people do not care either for class or creed or even for communal distinctions. In every village the look out of the people is only to safeguard the general welfare of the agriculturists and the industrialists. They do not generally quarrel about their public service representation or any privileges through Government. They take care much for their own village welfare. So when village unions were started especially with the leadership of Tahsildars or any other responsible official head of the locality there is no reason for any conspiracy or any sort of subterranean schemes to be worked out in the villages. The common village folk will be consulted by the members concerned and their needs will be made known to the local responsible officer of the Government and thus the Government can also very well get themselves informed of the grievances of the remotest part of the land. When famine or drought sets in, when there is an inordinate rise in the price of rice, if the village union is working properly they can keep the Government informed of their village difficulties and start ameliorative measures. Thus we see the possibilities of the unions are immense. Our ideal according to me should be to link the different parts of the whole State by a net-work of village unions. One member suggested that there were some Police Vigilance Comittees under the direction of the Police Department and they were working improperly. Evidently those committees might not have been quite representative of all the local interests. All the principles we might have enunciated or generally understood by us now could not have been undertaken by vigilance Committees. The case of village union is not like that. In the village union all the important communities and interests are given representation and with their concerted effort they can work for the general welfare of the village concerned.

**MR. M. R. NARAYANA PILLAI**: May I know even if there are not more than one or two communities in a village, is it necessary to adopt communal representation in the matter of selecting members?

MR. K. KUNJU PANICKER: So long as we have communal individuality as per tradition and historical reasons, it would be advisable to respect that individuality by some sort of representation to such communities which have got a numerical superiority. This may be adopted at least in the initial stage in villages so that in course of time a new body may be envolved without communal bickerings and differences. There is opportunity for close contact and association between the members of different communities by the formation of the village unions which may remove much of the mutual misunderstanding.

Sir, I said that at the outset it is always advisable that in the villages important major communities should be given definite representation. That is to be done only with a view to eliminate communalism and the individuality of communalism in due course by better understanding of different interests. Communalism itself came into operation in this State by the existence of pollution or some such thing among various castes of Hindus. Pollution is almost a thing of the past. Now there is a wide way open for the joint efforts of the manifold warring communities. Therefore, now we have got the best opportunity of starting the organisation of the communities on the basis of villages to demolish in due course the present organisations working on the basis of the communities. So I beg to submit that we should expedite the village union organisation in the land and as soon as possible so that we may eliminate communal organisation in the land through the agency of such village organisations. We shall then see that even the elections to the Legislatures may be made very feasible and much of the difficulties and quarrels on the score of communalism during election seasons may become a thing of the past. If the whole land is organised on the basis of village unions, complete peace may reign in the land. With that view and with that ultimate aim, if we expedite the village unions, we shall have a better time in the land in the near future. Hence I submit that the entire aspiration and aim of the members of this House and the Government should be the formation of village unions in every village of Travancore.

MR. VARKALA K. MADHAVAN: Sir, so far as I am aware, the nominated members of the village unions are respectable people who come from respective villages. There is some difficulty in the working of unions. They are not popular institutions. Not more than 50 per cent of the members are officials of the taluk concerned. Their headquarters are far away from the villages concerned. I think if the official members are eliminated and nominated members are put in their place, the unions will function properly. There will be expedition of business. Further, these members are nominated for a period of three years. Half the period for which nomination was made has expired. Till now no work has been turned in the village unions set up by Government. I hope Government will endeavour to make the existing unions function properly.

**MR. G. VELU PILLAI**: Sir, I consider the institution of the Village Unions as a first step towards Responsible Government. If Village Unions are worked properly I think that will go a great way in developing rural areas. But the difficulty is with regard to the satisfactory working of these Village Unions. Once these Unions are started it is the duty of Government to see that they function properly. Therefore my submission is that before Village Unions are instituted in other places, the Unions that have already come into being should show that they have really done something substantial.

One suggestion I have to advance in this connection is that the Tahsildar of a taluk should not be made to function as President of the Village Union. A Tahsildar who is a heavy worked officer of Government has got many duties to perform and he will not be able to devote much of his attention to the work of the Union.

In my opinion Village Unions must be worked like Municipalities. The Municipalities are intended to better the condition of towns and the Village Unions are intended to better the condition of villages Therefore a non-official President for a Village Union is highly necessary. The desire and consequent hurry for starting Village Unions, should not be like the desire some years ago, for starting co-operative societies. One can see from the pages of the Gazette that a good number of co-operative societies is being cancelled every week because of mismanagement. Therefore my submission is that Government should be very careful in sanctioning village unions indiscriminately.

**MR. P. S. MUHAMED**: സർ, ഇതിനെസംബന്ധിച്ച് രണ്ടുവാക്കു പറയണമെന്നു ഞാൻ ആഗ്രഹിക്കുന്നു. വില്ലേജുയൂണിയൻസ് പരമാർത്ഥത്തിൽ തിരുവിതാംകൂറിലെ ഗ്രാമങ്ങളെ അഭിവൃദ്ധിപ്പെടുത്തുന്നതിനു വളരെ ഉപകാരപ്രദമായിട്ടുള്ള ഒന്നാണെന്നുള്ളതിനു യാതൊരു സംശയവുമില്ല. ഗവണ്മെന്റിന്റെ ഈ സദുദ്ദേശം നടപ്പിൽവന്നു കാണണമെങ്കിൽ ഒരു സംഗതി അത്യാവശ്യമാണ്: അതായതു ഒരു നല്ല സ്റ്റാററസുള്ള ഒരു ഉദ്യോഗസ്ഥൻ ഈ വില്ലേജുയൂണിയൻ സിസ്റ്റത്തെയും റൂറൽ റീകൺസ്ട്രക്ഷൻ ജോലികളെയും നല്ലവണ്ണം മനസ്സിലാക്കി ഒരു മിഷനറി സ്പിരിറേറാടുകൂടി രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലും നടന്നു അവിടെയുള്ള ഉദ്യോഗസ്ഥന്മാർക്കും അനുദ്യോഗസ്ഥന്മാർക്കും അതാതു യൂണിയനോടു ബന്ധമുള്ള ആളുകൾക്കും വേണ്ട ഉപദേശങ്ങൾ നൽകുകയും അവരവരുടെ ചുമതലകൾ എന്താണെന്നു അവരെ പറഞ്ഞു മനസ്സിലാക്കുകയും എല്ലാ സ്ഥലങ്ങളിലും സഞ്ചരിച്ച് യൂണിയന്റെ വർക്കിംഗ് സിസ്റ്റം അവരെ പറഞ്ഞു മനസ്സിലാക്കിക്കൊടുക്കുകയും ചെയ്യണം. അങ്ങനെയുള്ള ഒരു പ്രത്യേക ഉദ്യോഗസ്ഥൻ നമുക്കു അത്യാവശ്യമാണ്. ഇങ്ങനെയുള്ള പ്രവർത്തനങ്ങൾ നടപ്പിൽവന്നാൽ തീർച്ചയായിട്ടും ഓരോ

[Mr. P. S. Muhamed.]

വില്ലേജുയൂണിയനുംകൊണ്ടു മുൻസിപ്പാലിററികളേക്കാൾ കൂടുതൽ പ്രയോജനമുണ്ടാകുമെന്നാണ് എൻെറ വിശ്വാസം. തിരുവിതാംകൂറിൽ ഇപ്പോൾ മുൻസിപ്പാലിററികളും മററുമുള്ള സ്ഥലങ്ങളിൽ സമുദായമത്സരങ്ങൾ കണ്ടുവരുന്നുണ്ടെന്നു എൻെറ അനുഭവംകൊണ്ടു എനിക്കു പറയുവാൻ കഴിയും. രാഷ്ട്രീയമായോ മററുവിധത്തിലുള്ള വല്ല അറിവുകളും ഉള്ള സ്ഥലങ്ങളിലും അതിനുവേണ്ടി പ്രവർത്തനങ്ങൾ നടത്തുന്ന സ്ഥലങ്ങളിലുമാണു ഒരു കൂട്ടർ മറെറാരുകൂട്ടരെ ദൂഷണം ചെയ്യുന്നതിനുള്ള ശ്രമങ്ങൾ നടത്തുന്നതായി കണ്ടുവരാറുള്ളതു. അങ്ങനെയുള്ളതായ മനോഭാവം വില്ലേജുയൂണിയൻ പ്രവർത്തകന്മാൎക്കു ഉണ്ടാകാതിരിക്കത്തക്കവണ്ണം സൂക്ഷിക്കേണ്ടതാണ്. ഇന്നു അതു ഗ്രാമപ്രദേശങ്ങളിൽ കണ്ടുവരാറുള്ളതു നിയമസഭാ ഇലക്ഷൻ കാലങ്ങളിൽ മാത്രമാണ്. അതു കഴിയുമ്പോൾ അവർ സൌഹാർദ്ദതയോടുകൂടി പ്രവർത്തിക്കുന്നു. ദേശീയമെന്നോ സാമുദായികമെന്നോ ഉള്ള വാദങ്ങൾ പുറപ്പെടുവിക്കാതെ ഇതു പൊതുജനങ്ങളുടെ ഗുണത്തിനുവേണ്ടിയാണ്. അതുകൊണ്ടു നാം അതിനെ മുമ്പോട്ടുകൊണ്ടുവരണമെന്നുള്ള നല്ല ധാരണയോടുകൂടി പ്രവർത്തിച്ചാൽ തീർച്ചയായിട്ടും ഈ പ്രവർത്തനം പൊതുജനങ്ങൾക്കു വളരെ ഉപകാരപ്രദമായിരിക്കും. അതു രാജ്യക്ഷേമകരമായിരിക്കും. സമുദായമത്സരങ്ങൾ നമ്മുടെ രാജ്യത്തുനിന്നു മാറിപ്പോകും. രംജ്യത്തിൻെറ ഐശ്വര്യം വർദ്ധിക്കും. ഈ അഭിപ്രായത്തോടുകൂടി ഞാൻ ഇതിനെ അനുകൂലിക്കുന്നു.

**MR M. R. NARAYANA PILLAI** : ബഹുമാനപ്പെട്ട മെമ്പർ എല്ലാ കാൎയ്യങ്ങളിലും ഈ അഭിപ്രായംതന്നെ പ്രകടിപ്പിക്കുമോ.

**MR P. S. MUHAMED** : ഞാൻ എല്ലായ്പോഴും ഇങ്ങനെയുള്ള അഭിപ്രായമാണ് പ്രകടിപ്പിച്ചിട്ടുള്ളതു് എന്നാണ് എൻെറ വിശ്വാസം.

**MR. S. NARAYANA PILLAI**: Sir, I think I must make a few observations on this motion as I happen to be a member of a village Union to whom, in the words of the honourable member Mr. Janardhanan Nair, the stigma of non-respectability attaches.

**DEPUTY PRESIDENT**: The honourable member will raise his voice. I have not heard even a single word of what he has said.

**MR. KANNANTHODATH JANARDHANAN NAIR**: Is the honourable member aware that I am also a member of a Village Union?

**MR. S. NARAYANA PILLAI**: I do not know. My experience make me feel that until the experiment of working Village Unions which have already been opened is proved a success, more Unions should not be opened in this State. In the experiment which is now being tried certain defects have been found which I shall mention.

The first difficulty that one is confronted with is with regard to taxation. The Act provides that a sum not exceeding Rs. 500 will be contributed to each Union by Government provided a like amount is collected from the people of the village. At this time when people feel that they are heavily taxed, it will be very difficult to demand a tax on the basis of one Chuckram per rupee of land tax. This leads to unpopularity of the Unions among the villagers. I may suggest that during the experimental stage, no tax should be levied on the villagers until they are satisfied by the demonstration that the experiment is a success. The grant should be paid without any condition.

The second suggestion I would make is that the President of the Union should be an elected person. The Act makes provision for elected members. The president is the Tahsildar, one of the most heavily worked of officials. Suitable amendments may be made in the Act to provide an elected president also for the Village Unions which would conduce to the better working of the Unions.

**MR. P. S. MUHAMMED:** ഒരു നാൺ അഫിഷ്യൽ മെമ്പറെ പ്രസിഡൻറായി നിയമിച്ചാൽ അദ്ദേഹത്തിന് ഇതിലേക്ക് വേണ്ടി മുഴുവൻ സമയവും പ്രവർത്തിക്കാൻ സാധിക്കുമോ?

**MR. S. NARAYANA PILLAI:** Only a non-official who will have the necessary sence of responsibility should be elected as its president. Such being the case this is not the proper time to establish other Unions.

**MR P. NARAYANA PILLAI:** Is the honourable member aware that the scheme is successfully worked out in the neighbouring State of Cochin?

**MR. S. NARAYANA PILLAI:** They may have passed the preliminary stage. That is probably why the Unions are working satisfactorily there.

**MR. KAINIKKARA M. PADMANABHA PILLAI:** In case a non-official president is to be appointed who will be there as the executive officer to carry out the resolutions passed?

**MR. S. NARAYANA PILLAI:** The Tahsildar.

**MR. PUTHUPALLI S. KRISHNA PILLAI:** May I know why our Village Panchayats have not met with any appreciable success. We have got non-official presidents there?

**MR. S. NARAYANA PILLAI:** In certain cases they are working satisfactorily.

**MR. PUTHUPALLY S. KRISHNA PILLAI:** So is it the opinion of the member that in the case of Village Unions also the people would like to have non-official presidents?

**MR. S. NARAYANA PILLAI:** My objection was that the Tahsildar should not be the president.

MR. PUTHUPALLI S. KRISHNA PILLAI: My question is whether as between the Village Unions and Village Panchayats, the latter have better opportunities for catering to the public wants and effecting proper improvements in public life. So is it enough if the Village Union Act is repealed so that power is given for electing non-official presidents?

MR. S. NARAYANA PILLAI; That should have been considered by the Government when they passed the Act.

MR. PUTHUPALLI S. KRISHNA PILLAI: Is it the member's opinion that there should be no contribution by the people and that all the expenditure shall be met by Government grants?

MR. S. NARAYANA PILLAI: I do not say that no tax should be levied. The Village Unions have to show that they exist for the advantage of the people. They must prove it and enlist the sympathy of the people. Then collection can be enforced on the basis of land tax.

MR. M. SIVATHANU PILLAI: Is the honourable member aware that in spite of the amenities given to the Municipalities, the people living there are reluctant to pay tax?

MR. S. NARAYANA PILLAI: That is not the case in my Municipality.

MR. M. SIVATANU PILLAI: Is the rate 3½ per cent. of the land tax?

MR. S. NARAYANA PILLAI: I do not know.

MR. M. SIVATANU PILLAI: Then why not raise the rate to 5 per-cent. which is the lowest figure when compared to British India.

MR. KANNANTHODATH JANARDHANAN NAIR: May I know from the member that the people are reluctant to pay tax because the amenities afforded by the municipalities are not in proportion to the tax they pay?

MR. S. NARAYANA PILLAI: May be.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know how long is it since the Union of which the honourable member is a member has been formed?

MR. S. NARAYANA PILLAI: From the time when the Unions were formed in the State.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know the approximate time?

MR. S. NARAYANA PILLAI: About 2 years.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know whether any work has been carried out in that Union?

MR. S. NARAYANA PILLAI: Yes.

MR. KAINIKKARA M. PADMANABHA PILLAI: Will the honourable member enlighten the House as to the nature of the work carried out by that Union?

**MR. S. NARAYANA PILLAI**. 4 or 6 lights have been installed in an area of about 4 sq. miles.

**MR. M. SIVATANU PILLAI**: May I know whether that Union collected any money from the people?

**MR. S. NARAYANA PILLAI**: Yes.

**MR. M. SIVATANU PILLAI**: May I know the amount of money so collected?

**MR. S. NARAYANA PILLAI**: I do not remember.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: May I know the cost of the four lights?

**MR. K. G. GOVINDAN**: May I know the initial cost for the four lights?

**MR. S. NARAYANA PILLAI**: About Rs. 30.

**MR. PULIYOOR T. P. VELAYUDHAN PILLAI**: May I know what they did with the rest of the money collected from the people?

**DEPUTY PRESIDENT**: That particular Union is not the subject matter of discussion in the House.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: May I know whether without any contribution by Government and without making any collection on their own account, the Union would not be able to do much in the matter of public health, sanitation, literacy compaign, irrigation works and works of that nature by mere co-operation and propaganda and if that is possible why is it that the member's Union or any other Union of which the member has some information does not work properly?

**MR. S. NARAYANA PILLAI**: I did not hear the question.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: He wants a lot of money from Government.

**MR. S. NARAYANA PILLAI**: I do not want money from Government.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: Has not the member's Union already received a grant from Government and if so how that has been spent?

**MR. S. NARAYANA PILLAI**: For putting up the lights and for other expenses.

**MR. PUTHUPALLI S. KRISHNA PILLAI**: May I know what the grant is?

**MR. S. NARAYANA PILLAI**: I am not in possession of the accounts?

**MR. PUTHUPALLI S. KRISHNA PILLAI**: Approximately?

**MR. S. NARAYANA PILLAI**: I claim notice. (*Laughter*).

**MR. M. SIVATANU PILLAI**: I very vehemently oppose the motion. As a result of very close listening to the speeches advocating for the establishment of Village Unions in almost all parts of Travancore, I understand that not only the Village Union people but also the

[Mr. M. Sivatanu Pillai.]

Government joined together are perpetrating a huge fraud on the Travancore public. The experience as narrated by one or two honourable members who happen to be members of Village Unions now working would surely show that the Government will not be justified to embark on starting more Unions in more Villages. When the law was passed for the establishment and the conduct of Unions, I, for myself thought that the whole scheme was conceived with a very good ideal before it. And the Village Unions would work alright. But after listening to the answers given by the honourable members who are members of their respective Unions with regard to their experience in these Unions. I find that there is a deliberate fraud perpetrated by them making the public understand they are working well. When Government are sure that the Unions are not working successfully what is the meaning of Government saying that they have started Unions on an experimental basis? If that be so, I am inclined to believe whether it is not an attempt to show to the public what is not actually the case. They ought to have first scrapped those Unions as in the case of co-operative societies.

**DEPUTY PRESIDENT:** What time will the member require to finish his speech?

**MR. M. SIVATANU PILLAI:** That will depend as I develop my arguments. I shall confine my remarks to the limit of 5 minutes.

**DEPUTY PRESIDENT:** The House will now rise and meet again tomorrow at 11 A. M.

The House rose at 5-2 P. M.

V. S. ARUMUKHOM PILLAI,
*Secretary to the Sri Mulam Assembly.*